Centennial Corridor Project

Bakersfield and Kern County, California

District 6 – KER – 58 - PM T31.7 to PM R55.6

District 6 – KER – 99 – PM 21.2 to PM 26.2

Project ID #: 0600000484

SCH# 2008091102

Final Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation

Volume 3 of 3

Prepared by the

State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

November 2015

Caltrans

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Chapter 1 Introduction to Comments and Responses

1.1 What is in this Document

This Volume 3 of 3 accompanies the final environmental document (Volume 1 of 3 and Volume 2 of 3). Volume 3 addresses the comments received on the draft environmental document during the public review period between May 9 and July 8, 2014, and the public hearing on June 11, 2014. Copies of the draft environmental document were sent to the following libraries for the public review period:

- Kern County Library
- Beale Memorial Library
- Eleanor Wilson Branch Library
- Bryce C. Rathburn Branch Library
- Southwest Branch Library

All issues raised by the public were addressed through clarification of text in the final environmental document (see Volume 1 of 3 and Volume 2 of 3) or are responded to here in Volume 3 of 3. Minor project design changes have also been adopted.

1.2 Summary of Public Input

1.2.1 Summary of Comments on Draft Environmental Document

A total of 83 comments were received on the draft environmental document. These comments were received via mail, e-mail and at the public hearing. Of the 83 comments received, a total of 6 comments were taken by the court reporter during the public hearing. Note that some people submitted multiple letters and/or multiple copies of the same letter. Comments received on the draft environmental document during the public review period and at the public hearing consist of the following topics:

- Project Design Modifications;
- Property Values;
- Air Quality;
- Visual;
- Noise;
- Traffic;
- Water/Water Quality;
- Valley Fever and Other Health Risks;
- Crime/Transients;

- Quality of Life and Community Cohesion;
- Environmental Justice;
- Pedestrian and Bicycle Access;
- Cultural Resources;
- Blight; and
- Access to and from the Neighborhoods.

Comments received during the public review period are summarized below. Note that some people submitted multiple letters and/or multiple copies of the same letter. All received copies are documented in each chapter of this Volume 3 document.

Type of Comment	Number Received
Written comments from federal agencies	3
Written comments from state agencies	4
Written comments from regional agencies and organizations	2
Written comments from local agencies and organizations	1
Written comments from individuals (representing the general public)	64
Oral comments received at the June 11, 2014, public hearing	6
Written comments from Native American groups	1
Written comments from elected officials of Bakersfield	2

1.2.2 Responses to Comments

Caltrans appreciates all comments and input on this important transportation project. The project team would like to thank everyone that took the time to inquire, provide input and comments, and express their concerns. All public comments were individually reviewed and addressed through a formal response, as documented in this Volume (Volume 3) and/or through revisions made to appropriate sections of the final environmental document.

Chapter 2 Responses to Comments from Federal Agencies

This section provides comments received from Federal agencies on the draft environmental document. While Notices of Availability were sent to the following Federal agencies, few comment letters were received from the Federal agencies on the draft environmental document:

- United States Fish and Wildlife Service
- United States Environmental Protection Agency, Region IX
- United States Department of Agriculture
- United States Army Corps of Engineers
- National Park Service, Pacific West Region
- United States Department of the Interior

A total of three comment letters were received as summarized below.

Table 2.1 Summary of Comment Letters Received from Federal Agencies

Comment Code	Agency	Commenter Name	Date Letter Received	Comment Topic
F-1	U.S. Environmental Protection Agency	Jared Blumenfeld	7/8/2014	Air quality, health effects, environmental justice, community impacts, noise
F-2	U.S. Department of the Interior, Office of the Secretary, Office of Environmental Policy and Compliance	Patricia Sanderson Port	7/8/2014	Requested notification for any activities that may affect Reclamation facilities or right-of-way
F-3	U.S. Army Corps of Engineers (Sacramento District)	Leah M. Fisher	8/7/2014	Hydrological resources

Comment F-1

F-1

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

OFFICE OF THE
REGIONAL ADMINISTRATOR

Sharri Bender Ehlert, District Director
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Subject: Comments on the Draft Environmental Impact Statement for the Centennial Corridor Project, Kern County, California (CEQ#20140140)

Dear Ms. Ehlert:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (DEIS) for the Centennial Corridor Project, a proposed new expressway extending approximately two miles from the existing Westside Parkway in Bakersfield to the State Route 58/State Route 99 interchange, eventually connecting to Interstate 5 west of the Westside Parkway. EPA's comments are directed to Caltrans per assumption of National Environmental Policy Act (NEPA) responsibility as described in the *Memorandum of Understanding Between the Federal Highway Administration (FHWA) and Caltrans Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*. Our review and comments are provided pursuant to NEPA, the Council on Environmental Quality (CEQ) Regulations (40 CFR Parts 1500-1508), and our review authority under Section 309 of the Clean Air Act (CAA). F-1-1

As described further below and in the enclosed detailed comments, based upon the anticipated potential localized air quality impacts and lack of information important for analyzing and mitigating the project's potentially significant impacts on air quality, EPA has rated the Centennial Corridor Draft EIS as "*Environmental Objections – Inadequate Information*, (EO-3)" (see the enclosure "Summary of Rating Definitions"). A more meaningful analysis of localized air quality impacts and commitments for measures to reduce those impacts are necessary.

California's San Joaquin Valley has among the worst air quality in the United States, especially for fine particulate matter ($PM_{2.5}$). The proposed Centennial Corridor Project is located in an area of Bakersfield that modeling shows will be the last part of the San Joaquin Valley to attain EPA's National Ambient Air Quality Standard (NAAQS) for $PM_{2.5}$. As a result, any localized increase in direct emissions in the area above those already accounted for in the state's air quality plan could adversely affect the ability of the area to meet the NAAQS by the Clean Air Act's deadline. It is therefore critically important that potential impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible. The Draft EIS does not adequately evaluate the potential for increases in $PM_{2.5}$ concentrations, in particular, within 1,000 feet of the proposed new and expanded freeway. Numerous studies have shown increased particulate matter concentrations in close proximity – within 500 to 1,000 feet – of major roadways. The Draft EIS also does not adequately quantify the potential for impacts due to construction emissions of $PM_{2.5}$ within this localized area. Both facility operation and construction appear likely to increase F-1-2

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F-1

localized $PM_{2.5}$ emissions along the new freeway alignments, either due to an overall increase in emissions or a shift in location. To the extent that a localized increase in emissions occurs during the 2015-2019 timeframe – when the area is predicted to continue to violate the $PM_{2.5}$ NAAQS – the proposed project may both contribute to a localized NAAQS violation and delay timely attainment of the standard. EPA does not have adequate information to evaluate whether the project conforms to California's State Implementation Plan for $PM_{2.5}$ in this area. F-1-2

This environmental review process highlights the need for developing a robust strategy to offset the anticipated localized air quality and health impacts that would result from introducing a high volume freeway in a region with some of the worst air quality in the nation. EPA recommends that additional measures be identified to reduce these impacts, particularly to protect children's health and to ameliorate or eliminate impacts to other sensitive receptors. Further, EPA recommends a revised Environmental Justice analysis, and mitigation to offset any impacts identified, with focused attention on the remaining population of residents that will be within close proximity to both the existing State Route 99 and the new Centennial Corridor. F-1-3

This additional analysis and information should be circulated publicly for comment prior to the publication of a Final EIS as either a Supplemental Draft EIS or as a revision to the relevant sections of the current EIS and associated technical material, in accordance with NEPA and Council on Environmental Quality's NEPA Implementation Regulations. In the attached detailed comments, we also provide recommendations regarding the assessment of impacts and other issues we recommend be addressed in the NEPA document.

We appreciate the opportunity to review this Draft EIS and look forward to working with Caltrans to address and resolve the issues outlined in this letter. If we are unable to resolve our concerns, this matter may be a candidate for referral to the Council on Environmental Quality for resolution. If you have any questions, please refer staff to Connell Dunning, Supervisor in our Environmental Review Section, at 415-947-4161. Please send a copy of the Final EIS to this office (mail code ENF 4-2) when it is electronically filed with our Washington, D.C. office.

Sincerely,

for Jared Blumenfeld
8 July 2014

Enclosures:
(1) Summary of EPA Rating Definitions
(2) EPA's Detailed Comments on the Centennial Corridor DEIS

cc via email: Jennifer Taylor, Caltrans
Robert Pavlik, Caltrans
Vincent Mammano, Federal Highway Administration
Seyed Sadredin, San Joaquin Valley Air Pollution Control District
Mark McLoughlin, California High Speed Rail Authority
Robert Ball, Kern Council of Governments

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SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT

"Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment.

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U.S. EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE CENTENNIAL CORRIDOR PROJECT, KERN COUNTY, CALIFORNIA, JULY 8, 2014

Air Quality Impacts

The proposed Centennial Corridor Project is located in an area of Bakersfield that modeling shows will be the last part of the San Joaquin Valley to attain EPA's National Ambient Air Quality Standards (NAAQS) for fine particulate matter ($PM_{2.5}$). Attainment in that area will take the maximum time allowed under the Clean Air Act (CAA) and depends on additional reductions in direct $PM_{2.5}$ emissions in the Bakersfield area. The State is currently projecting attainment of the 2006 standard by the end of 2019. Evaluation of whether the area has attained will be based on ambient data from 2017 through 2019. Given that San Joaquin Valley Air Pollution Control District's (APCD's) 2012 Air Quality Plan shows attainment with no margin, even slight local increases in ambient $PM_{2.5}$ concentrations during the period 2017 to 2019 may make it difficult, if not impossible, for the area to show it has attained the standard.

The Draft EIS does not adequately evaluate the potential for localized increases in $PM_{2.5}$ concentrations from operations and construction. Construction of the Centennial Corridor Project will last from 2015 to 2018. These are key years for attainment of the 2006 $PM_{2.5}$ standard in the San Joaquin Valley. F-1-4

Recommendations:

Quantify construction emissions for criteria pollutants, especially $PM_{2.5}$, and mobile source air toxics. To the extent that it is possible to identify specific locations of elevated construction emissions, these should be provided.

Subsequent analysis should quantitatively evaluate the anticipated increase in $PM_{2.5}$ concentrations as a result of localized (segment-level) increases in emissions, especially for 2018. In terms of significance, any predicted increase in $PM_{2.5}$ concentrations in the area during this time frame will likely contribute to a NAAQS violation and delay attainment of the NAAQS, and should be addressed in the context of NEPA.

The Draft EIS analysis of environmental justice impacts resulting from localized increases in $PM_{2.5}$ concentrations due to project operations and construction is similarly inadequate. Since segments of the proposed project alternatives will pass through areas of potential environmental justice concern, any localized increase in $PM_{2.5}$ emissions could lead to an increase in $PM_{2.5}$ exposure for environmental justice populations.

Recommendations: F-1-5

To the extent that the revised $PM_{2.5}$ analysis in the subsequent analysis identifies geographic areas with potentially increased $PM_{2.5}$ concentrations from project operations and construction, it should also quantitatively evaluate the demographics of the populations living in areas of potentially increased $PM_{2.5}$ exposure. The demographics (including statistics for minority and low income populations) in those areas should be compared to similar statistics for a suite of reference communities, including Kern County, the City of Bakersfield, the State of California, and the entire United States.

Project air quality improvements are necessary to avoid contributing to localized NAAQS violations, to avoid a delay in timely attainment of the NAAQS, and to support the State and local air quality F-1-6

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goals of bringing the area into timely attainment of the NAAQS. In addition to the construction and operational mitigation measures described in our detailed comments, Caltrans should work closely with the San Joaquin Valley APCD and other local partners to pursue all practicable $PM_{2.5}$ mitigation within the project area. We note that the conformity analysis described in the Air Quality Study Report does not preclude the need for further air quality improvements in the context of NEPA.

Recommendations:
Caltrans should consider and commit to mitigation measures to reduce air quality impacts from both construction and operational emissions.

Caltrans should consider the widest possible range of operational emissions reductions in the project area, including upgrades to local fleets (such as delivery trucks/warehouses, school and city buses, garbage trucks, and street sweepers) and support for alternative fuel infrastructure (e.g., Liquid Natural Gas/Compressed Natural Gas, hydrogen, Electric Vehicle charging).

For construction, Caltrans should consider warm mix asphalt, deployment of Tier 4 or better nonroad engines, and electrification whenever possible.

To reduce exposure to mobile source-related emissions, Caltrans should pursue sound walls, vegetative barriers, and landscape corridors, as well as heating, ventilation, and air conditioning upgrades and indoor air filtration at schools, medical facilities, and other sensitive locations.

To mitigate $PM_{2.5}$ increases due to project operations and construction, especially in the 2015-2019 timeframe, Caltrans should work with partner agencies to pursue other localized $PM_{2.5}$ emissions reductions in the project area, including woodstove/fireplace changeouts; upgrades to chargrilling equipment, railway/rail yard equipment, and lawn and garden equipment; and paving unpaved roads/alleys F-1-6

To address the potential health impacts on the local community, Caltrans should work with partners to support asthma programs.

Caltrans should also work with EPA, the San Joaquin Valley APCD, and the California Air Resources Board to further identify local businesses where there would be opportunities to reduce $PM_{2.5}$ emissions.

In addition to compliance with existing San Joaquin Valley APCD rules and regulations, mitigation should also pursue deployment of best available control technology (BACT, described below). The Standard Conditions (p. 355; SC-CI-20 and others) should be revised to reflect the following provisions in order to minimize the air quality impacts of project construction:

- All project contractors must meet, or exceed the requirements of San Joaquin Valley APCD Rule 9510.
- Implementation of the on-site mitigation should utilize construction equipment that meets, or exceeds equivalent emissions performance to that of the EPA Tier 4 exhaust emissions standards for nonroad compression ignition engines and model year 2010 exhaust emissions standards for on-highway compression ignition heavy-duty vehicle engines.

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http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm
http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm

- Use of cleaner fuels should also include electricity and hydrogen fuel as options.
- For truck idling, anything in excess of 5 minutes should be prohibited, in compliance with California ARB's Airborne Toxic Control Measure (ATCM) 2485.
  http://www.arb.ca.gov/regact/idling/idling.htm
  http://www.arb.ca.gov/msprog/truck-idling/factsheet.pdf
- Work with San Joaquin Valley APCD to specify the following:
  Seek to demonstrate and/or deploy heavy-duty technologies that exceed the latest EPA exhaust emission performance standards. For example, heavy-duty plug-in hybrid-electric vehicles-PHEVs, battery-electric vehicles-BEVs, fuel cell electric vehicles-FCEVs and/or advanced technology locomotives in partnership with the San Joaquin Valley APCD Technology Advancement Program.
  http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm
  http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm
  http://www.epa.gov/otaq/standards/nonroad/locomotives.htm
  http://valleyair.org/grants/technologyadvancement.htm

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Consider the following additional Standard Conditions to ensure that best management practices for highway construction and operation are employed:

- Deploy BACT during construction and operation, including but not limited to:
  a) Soliciting bids that include use of energy and fuel-efficient fleets;
  b) Soliciting preference for construction bids that use BACT, particularly those seeking to deploy zero emissions technologies;
  c) Employing the use of alternative fuel vehicles and fueling infrastructure (e.g., LNG, CNG, hydrogen and/or electric vehicle charging);
  d) Using lighting systems that are energy efficient, such as LED technology;
  e) Using the minimum feasible amount of GHG-emitting construction materials that is feasible;
  f) Using cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
  g) Using lighter-colored pavement where feasible;
  h) Recycling construction debris to maximum extent feasible;
  i) Planting shade trees in or near construction projects where feasible;
  j) Utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators during construction; and
  k) Building sound walls and planting vegetative barriers along the corridor to minimize human exposure to near roadway emissions.

Health Effects

The proposed Centennial Corridor will place a high-volume roadway adjacent to hundreds of residences, several schools, and medical facilities. Although the Draft EIS did not analyze the number of residences remaining within a designated "buffer of impact" (i.e., within 500 feet of the centerline or edge of the new highway alignment), the Draft EIS does state that the preferred alternative will displace over 300 units, including over 900 residents. Because of the high number of displacements, there is likely a high number of remaining residences within close distance of the proposed new highway, raising the importance of fully assessing, disclosing, and identifying mitigation measures to

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address the potential health-related impacts, in addition to disclosing any increase in mobile source toxics, to the remaining adjacent residences.

While the Draft EIS includes disclosure of mobile source air toxics, it does not include any conclusions about possible health effects to the community. The Draft EIS (p. ES-9) concludes that, for the study area as a whole, mobile source air toxics (MSAT) emissions will be higher for all Build Alternatives, but that emissions will decrease due to anticipated technological and fuel improvements. According to the Air Quality Study report, however, some locations, such as Real Road, will experience elevated MSAT emissions when compared to the No Build Alternative. This is particularly important because this area is already adjacent to the high-volume State Route 99 and is proximate to an identified environmental justice community as identified in the Community Impact Assessment. Also, regardless of overall emissions changes, concentrating vehicle traffic may cause nearby residences (i.e., within 500 feet of the new highway) throughout the project area to be exposed to higher MSAT concentrations than they would otherwise experience without the project.

In addition to disclosing potential areas where MSAT impacts are anticipated, Caltrans should describe possible associated health effects and discuss mitigation to reduce those effects. As many studies suggest, including the South Coast Air Quality Management District study cited in the Draft EIS (p. 236), increased exposure to MSAT emissions is problematic to health. EPA does not agree with the conclusions in the DEIS (p. 236) that uncertainties in the science surrounding the analysis of mobile source air toxics make the results of such assessments "not useful to decision-makers". Given the potential presence of a new highway adjacent to hundreds of residents not previously living next to a high volume roadway, information surrounding the potential health effects is useful to decision-makers in designing the roadway and identifying mitigation to lessen possible impacts. Further, there is a need to inform residents about the possible health effects and incorporate their input into identifying mitigation measures to address possible impacts. F-1-7

Recommendations:
Describe the "remaining" population of residents that will not be relocated and will be within a 500 foot "buffer" of the new corridor.

Analyze and discuss the potential mobile source air toxic-related health impacts from the construction and operation at full build out of the corridor to possible receptors.

Describe possible mitigation measures to reduce impacts, such as improved filtration in central heating, ventilation, and air conditioning systems for concentrated sensitive receptors (Table 4.2) near the selected Build Alternative, and a community health clinic for affected residents.

Existing data, methodology, and guidance needed to assess health impacts and perform a risk characterization for air toxics are available on EPA's web site and are provided below:

- AERMOD may be used to model ambient concentrations of toxics at locations in the project area, given emissions from EMFAC. For guidance on how to conduct such analyses, consult the document, "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas." (http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#pm-hotspot)
- Given ambient concentrations of air toxics, risk characterization can be done using EPA guidance and data:

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- EPA's Air Toxics Risk Assessment Reference Library (http://www.epa.gov/ttn/fera/risk_atra_main.html) describes how to conduct risk assessment "at the facility and community scale." Volume 1 of the library describes the process and basic technical tools for these analyses, and Volume 2 describes detailed procedures for source-specific or facility-specific risk assessment.
- EPA's IRIS web site (http://www.epa.gov/IRIS/), referenced on page 4-69, includes the "individual unit risk estimates", also known as "potencies" or "slope factors," which may be employed in the process of cancer risk assessment, and reference concentrations for noncancer risk assessment.
- EPA's Health Effects Notebook for Hazardous Air Pollutants also includes information on some of the MSATs, including benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, and polycyclic organic matter (POMs) (http://www.epa.gov/ttn/atw/hlthef/hapindex.html). F-1-7
- Detailed cancer risk assessment guidance is available in the following EPA documents:
  - "Guidelines for Carcinogen Risk Assessment" (2005) (http://epa.gov/cancerguidelines/)
  - "Supplemental Guidance for Assessing Susceptibility from Early-Life Exposure to Carcinogens" (http://epa.gov/cancerguidelines/sup-guidance-early-life-exp-carcinogens.htm)

If necessary, exposure modeling can be performed using models available from EPA's web site:

- The Air Pollutants Exposure Model (http://www.epa.gov/ttn/fera/human_apex.html)
- The Hazardous Air Pollutant Exposure Model (http://www.epa.gov/ttn/fera/human_hapem.html)
- EPA's Exposure Factors Handbook (http://cfpub.epa.gov/ncea/risk/recordisplay.cfm?deid=236252).

Children's Environmental Health and Safety

Executive Order 13045 on Children's Health and Safety directs each federal agency, to the extent permitted by law, to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and to ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential effects under NEPA is necessary because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to environmental health and safety risks. Although the Draft EIS identifies communities and public schools located near the proposed project area, the Draft EIS does not clearly describe the potential direct, indirect, and cumulative impacts of the project on children's health. F-1-8

Recommendations:

Evaluate the potential direct, indirect, and cumulative health impacts of the construction and operation of the various project alternatives on children's health.

Clearly identify the project alternatives that have the least impact to children, as well as those alternatives that have the least impact on areas already significantly impacted by existing air pollution, high disease rates, and indicators of social vulnerability.

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Identify mitigation measures to reduce impacts from the proposed project's construction and operation to schools and child care centers near the proposed project area, including measures identified in the voluntary EPA School Siting Guidelines (http://www.epa.gov/schools/siting/download.html), and voluntary EPA Guidelines for States: Development and Implementation of a School Environmental Health Program (http://www.epa.gov/schools/ehguidelines/index.html). Engage local school districts, child care providers, and others to identify mitigation measures. F-1-8

Obtain and discuss relevant health data (e.g., asthma data) for children living near the proposed project area, if available. The analysis should consider the following:

- Potential respiratory impacts, including asthma, from air pollutant emissions and generation of fugitive dust;
- Potential noise impacts (see below) to health and learning, especially in areas where the project is located near homes, schools, childcare centers and parks; and
- Potential impacts from the use of chemicals, such as dust suppressants, and hazardous materials to children living near the proposed project areas.

The Draft EIS identifies schools and daycare centers near proposed build alternatives (Table 4-2) but does not fully discuss the noise impacts to them. Section 216 of the California Streets and Highways Code, cited in the Noise Study Report (p. 21), defines a noise impact when noise levels resulting from a proposed freeway project, exceed an equivalent sound level over one hour (Leg(h)) of 52 A-weighted decibels (dBA) in the interior or public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. The Draft EIS identifies some schools in the noise impacts analysis segments but does not provide the estimated indoor and outdoor noise levels for those schools. For example, the Draft EIS states that the closest school with an outdoor recreational area to any project alignment is Harris Elementary School, which is about 500 feet from the Alternative B alignment and 800 feet from the Alternative C alignment, and Table 4-2 on p. 3-90 identifies other schools and daycare centers, one within 300 feet of Alternative B. We did not find the noise estimates for the interiors of the nearby schools in the Draft EIS or Noise Study Report. F-1-9

Recommendation:
Identify the indoor and outdoor noise impacts at the nearby schools for the project alternatives. Compare these values with the State significance criteria identified in the Noise Report. Identify what mitigation measures would be appropriate.

Environmental Justice Analysis and Communities of Concern

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs each federal agency to make achieving environmental justice (EJ) part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. There is a growing body of evidence that low-income and minority communities are more vulnerable to pollution impacts than other communities, including deficits of both a physical and social nature that make the effects of environmental pollution more F-1-10

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burdensome.[1] Environmental justice concerns may arise from the potential human health, ecological, social, cultural, and economic impacts associated with a proposed project.

EPA is concerned that the EJ analysis did not fully account for the impacts to the remaining community, including identified EJ neighborhoods (Table 3.11), after the proposed relocations proceed. The Draft EIS does not address visual impacts and community disruption during the potentially prolonged partial relocation phase, with demolition and construction possibly being and implemented over a long timeframe. Caltrans should confirm no environmental justice impacts are anticipated in the remaining population not being relocated or, if such a confirmation is not possible, identify mitigation measures to alleviate anticipated impacts.

Also, the Draft EIS does not address the cumulative burden of a new highway facility for those communities of concern that may already be experiencing elevated environmental effects from their proximity to a major highway or arterial. In particular, the Preferred Alternative may create significant isolation for the community in Census Tract 18.01 Block Group 1 (Vol. 2, Figures 3-9b, 3-9c), between Real Road and State Route 99, as well as the "boxed in" area the DEIS (p. 91) identified west of South Real Road in Census Tract 28.12.

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Recommendations:
Further discuss the impacts for the community in Census Tract 18.01/19.01 (Page 109), between Real Road and State Route 99, as well as the "boxed in" area the Draft EIS identified west of South Real Road in Census Tract 28.12. Identify how disproportionate impacts to these communities may be mitigated.

Identify mitigation measures for any additional direct and cumulative impacts, particularly any measures identified through renewed and continuous community engagement.

Analyze and disclose the impacts of the new corridor to the remaining population that will be adjacent to the new corridor, including visual impacts and limitation to connectivity via bicycle and pedestrian means.

Community Impacts during Relocation, Construction, and Operation

While EPA supports measures to minimize and mitigate impacts to communities of concern that are already provided in the Draft EIS, we believe further measures are also necessary to ensure that community cohesion is maintained and communities of concern are not disproportionately harmed by this project.

F-1-11

In particular, the *Draft Relocation Impact Report* and *Community Impact Analysis* both highlight Bakersfield's tight housing market, and as a result relocations will be protracted, and will likely cost more than statutory payment limits which taken together may present disproportionate impact to lower-income residents in the project area. Further, the Draft EIS does not address or propose mitigation for the impacts to pending relocation of residents and businesses during the protracted

1 EPA Symposium on the Science of Disproportionate Environmental Health Impacts, March 17 - 19, 2010. The fourteen scientific reviews commissioned by EPA and published in the American Journal of Public Health are listed on EPA's website: http://epa.gov/ncer/events/news/2011/10_25b_11_feature.html. The commissioned papers were published in the American Journal of Public Health in December 2011: http://ajph.aphapublications.org/toc/ajph/101/S1. See also EPA's Framework for Cumulative Risk Assessment: http://www.epa.gov/raf/publications/pdfs/frmwrk_cum_risk_assmnt.pdf

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period between their neighbor's relocation, and their own, including what plan Caltrans has for managing property whose occupants have left the property, or what impacts may result from timely demolition of vacant properties.

Regarding accessibility and cohesion, once a new highway is in place, community responses to surveys highlighted the value they place in their ability to access community resources by foot. However, the Draft EIS does not sufficiently address the additional impact of lost access to parks, churches, retailers, and neighbors from the Build Alternatives. Recently, more focus is being afforded the idea of integrating multimodal and pedestrian transportation solutions, including the Caltrans Complete Streets Program, the Kern COG Draft RTP/SCS, and SB375 Framework Core Actions, which identify goals promoting pedestrian and bicycle connectivity, including "more walkable communities," "creating walkable neighborhoods," and "enhancing biking and walking within established communities". In addition, the HUD-DOT-EPA Partnership for Sustainable Communities was formed to help communities by providing more transportation choices, promoting equitable housing, supporting existing communities, and valuing communities and neighborhoods.

Recommendations:
Consider revising the housing stock analysis dated November 2011 to see what changes have happened to the market by 2014, and how that may change some of the relocation pressures identified in the *Draft Relocation Impact Report*.

Commit to continuous community involvement, and provide information on how the public will be involved in the development of the mitigation relocation plan and how the plan will be implemented. The Draft EIS (p. 446) states that six years have elapsed since initial outreach to minority and low-income populations. Please update future environmental documents to identify coordination that has occurred since that time, as well as any community input since the Preferred Alternative was announced. F-1-11

Revise Mitigation Measure C-2 (Draft EIS p. 96) by providing a more robust strategy of the relocation/demolition/construction plan, with a goal of optimizing the maintenance of community character by limiting "piece-meal" parcel-by-parcel demolition/abandonment of properties. Address strategies for avoiding environmental justice impacts from implementation/compensation associated with the Relocation process, including timely demolition and management of vacant properties.

Review community cohesion concerns raised during previous public involvement to facilitate that identification of highest priority concerns and mitigation measures and use continuous community engagement to identify and mitigate likely visual/aesthetic and other community impacts during the protracted relocation, demolition, construction, and operation.

Include a comparison of walking distance and walking/bicycling access to parks, churches, retailers, school, and neighbor centers before and after the introduction of the new corridor for each alternative. Clearly indicate alternative routes, and distances, that will be required to access these areas once new alternatives are operational.

Consider additional bicycle/pedestrian connectivity measures, including vegetated and shaded recreational "decks" and overpasses to provide parkways and connections between communities that will be bisected and incorporate community input to identify access points for

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maximum cohesiveness. EPA recommends Caltrans use the adopted National Association of City Transportation Officials (NACTO) *Street Design Guide* for effective shaded design to encourage continued community cohesion. F-1-11

Coordinate with the High Speed Rail Authority for common community involvement in those areas that may experience impacts from both Centennial Corridor and High Speed Rail projects, especially as it pertains to relocation in similar markets.

Disclosing Noise Impacts

The Draft EIS contains extensive noise related impact analysis and associated conclusions regarding soundwall feasibility. While the DEIS acknowledges some unmitigated impacts, it does not fully disclose the noise levels that would not be mitigated where soundwalls were not found to be reasonable and feasible. The Preferred Alternative would leave some noise impacts unmitigated at levels well above the noise abatement criteria and possibly at levels that the Federal Interagency Committee on Urban Noise (FICUN) considers incompatible with residential land use. Examples of high noise levels include those represented by RB-16 (68 decibels (dB)), RB-46 (67 dB), RB-49 (69 dB), RB-69 (70 dB), RB-65 (71 dB), R99-12 and 13 (74 dB). Receivers R99-25 and R99-43C would experience a noise level of 75 dB, which is a high noise level. EPA indicates that hearing loss "may begin to occur in sensitive individuals, depending on actual noise levels received at-ear" at Day-Night Average Sound Levels (DNL) of 75 dB and has established a 75 dB level for an 8-hour exposure and 70 dB level for a 24-hour exposure as the average noise level standard requisite to protect 96% of the population from a greater than 5 dB permanent threshold shift (decrease in the ear's sensitivity or acuity to perceive sound)[2].

Recommendations: F-1-12

EPA recommends that Caltrans include a more robust characterization of noise impacts for those areas that would still receive high noise impacts, even with recommended soundwalls or where soundwalls were not found to be reasonable and feasible. Estimate the population affected by utilizing census data and disclose the number of people who would experience significant outdoor noise levels under each alternative.

For the residential receptors receiving significant noise levels as identified in the Draft EIS after mitigation, discuss indoor noise levels that would likely be experienced considering the Noise Level Reduction (NLR) typical of the homes in the area, both with windows open and closed.

Identify the number of residences that would exceed the noise abatement criteria (Activity level D) for indoor environments (52 dB) and those exceeding EPA's recommended noise level of ≤ 45 dB for indoor residential areas. For those residences that would still experience significant noise levels, consider identifying mitigation measures to achieve an outdoor to indoor NLR equivalent to 25 dB (for noise from 65-70 dB) and 30 dB (for noise from 70-75 dB).

2 *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA, 1974), p. 20. Available: http://www.nonoise.org/library/levels74/levels74.htm

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Identify possible health effects that could be associated with the noise levels identified for the project after mitigation and consider committing to additional mitigation in light of potential health effects. F-1-12

In addition to the Detailed Comments provided above, please consider the following recommendations regarding the accuracy and characterization of the air quality analysis in the Draft EIS and the Air Quality Study Report (AQSR):

Characterization of No Build Alternative
Table S.1 of the Draft EIS (p viii) states that the No Build Alternative is "Inconsistent with the long-term air quality plans (Regional Transportation Plan)". Page 33 of the Air Quality Study Report further states,

> "The No-Build Alternative would not implement the proposed project improvements; thereby, it would not result in any operational air quality impacts including the beneficial impact of congestion management which would result from the build alternatives. The No-Build Alternative is not consistent with regional goals and policies for improvement of air quality within the Basin and would not be consistent with the projected regional growth and the local government goals and policies for reduction of air quality emissions within its respective jurisdiction." F-1-13

These statements are not substantiated and are misleading. The conclusion that the No-Build Alternative would not be consistent with local government goals and policies for reduction of air quality emissions in air quality plans assumes that no other options are available for reduction of emissions under the No-Build Alternative. In addition, the Regional Transportation Plan may show regional conformity with the No Build Alternative. Further, while congestion management may result in short term reduction of emissions, increased freeway capacity has also been shown to lead to longer term vehicle miles traveled (VMT) increases, which ultimately runs counter to regional goals for air quality improvement.

- Address the mischaracterization of the No Build Alternative, particularly with respect to air quality impacts.

General NAAQS comments
Table S.1 (p. viii) states that "predicted concentrations of 24-hour average" PM_{10} and $PM_{2.5}$ would be within applicable standards. This statement is misleading because concentrations of PM_{10} and $PM_{2.5}$ were not directly estimated in the Draft EIS or the supporting Air Quality Study Report.

- Please revise the reports to indicate that only total emissions of PM_{10} and $PM_{2.5}$ were estimated in the reports. F-1-14

In several places, the Draft EIS (p. 221 and elsewhere) and the AQSR states that the federal 1-hour ozone standard is not applicable. While the federal 1-hour ozone standard has been revoked, the San Joaquin Valley remains in nonattainment for the 1-hour standard and Clean Air Act anti-backsliding provisions still require that the area develop an implementation plan for the 1-hour standard.

- Evaluate all possible contributions to 1-hour ozone NAAQS violations or delayed attainment for that standard.

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The document states that "A qualitative analysis was done for particulate matter with a diameter less than 10 microns (PM_{10}) and fine particulate matter ($PM_{2.5}$). The modeling predicted concentrations of these air pollutants using a modeling protocol reviewed and approved by the Interagency Coordination Group (p. 116)" This statement suggests that a modeling protocol was approved and air quality dispersion modeling was conducted and results reported. A modeling protocol is typically done when quantitative air quality dispersion modeling is used to predict an actual ambient air quality concentration of PM_{10} or $PM_{2.5}$. However, as stated later in the DEIS and in the AQSR, only a qualitative analysis, displaying relative total regional emissions, was conducted for this project. No modeling protocol was approved and no predicted concentrations of air pollutants are included in the Draft EIS.

- Remove a conclusion that a modeling protocol was approved.

The document further states (p. 116) that "Results of the qualitative particulate matter and conformity analysis indicated that 24-hour average concentrations of particulate matter (PM_{10}) along the study area corridor would be less than the currently established applicable National Ambient Air Quality Standard. Concentrations of fine particulate matter ($PM_{2.5}$) along the study area corridor would not exceed no-build concentrations …." Without quantitative modeling results, the document cannot explicitly reference modeling concentrations for different project alternatives.

- Please remove reference to modeling concentrations for different project alternatives in subsequent environmental analysis.

F-1-14

Under Federal 8-hour ozone standards, there is a very limited discussion of ozone impacts and ozone plans. The San Joaquin Valley Air Basin was classified as a "serious" nonattainment area for the federal 8-hour ozone standard on April 14, 2004, and was given an attainment deadline of June 15, 2013. On June 4, 2010, EPA approved the Basin's reclassification to "extreme" nonattainment. The San Joaquin Valley APCD has implemented an Ozone Attainment Demonstration Plan since 2004. The 2004 Ozone Plan, which addressed the 1-hour ozone standard was withdrawn by California in late 2012. In 2013, the State adopted a revised 1-hour ozone plan that demonstrates that the area will attain the 1-hour ozone standard by 2017. The currently approved 8-hour ozone plan is the 2007 plan which was adopted by the District Governing Board on April 30, 2007, and was approved by CARB on June 14, 2007.

- Revise the conclusions (p. 23) regarding the changes in ozone standards and applicability of different deadlines for plans and attainment.

The document should include more data on air quality trends (six years is preferable) and include more recent data than is shown on page 231 of the Draft EIS. Both 2012 and 2013 ambient air monitoring data are quality assured, certified, and readily available.

- Address the need for more recent and complete data on air quality trends.

Localized CO modeling was performed in conjunction with emission factors from the CARB emission factor model EMFAC2007 (p. 240).

- Use EMFAC2011 for future revisions to the CO hot spot analysis.

Re-entrained road dust

The Draft EIS indicates that re-entrained PM_{10} road dust was estimated using the emission factor equations provided in the Fifth Edition, Volume I of the EPA's AP-42 document, dated November 1, 2006 (p. 247). The equations in AP-42 were updated in January of 2011.

F-1-15

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F-1

- Update the re-entrained road dust emissions using the 2011 version of AP-42.

It is not clear if re-entrained road dust, shown in Table 3.29 (p. 247), was based on the VMT for all 330 road segments and their associated VMT used to estimate the EMFAC2011 tailpipe, brake wear and tire wear PM_{10} emissions (presented in AQSR Table 4-5). The re-entrained road dust emissions in the document are less than 0.5% of the EMFAC emissions. This ratio is significantly smaller than the ratio of paved road dust to EMFAC emissions in the regional conformity analysis for Kern County. Even when rural roads are removed from the regional totals, paved road emissions are typically 40% of EMFAC emissions for freeway and arterial roadways. These emissions also increase with VMT. F-1-15

- Include estimates of total VMT for each alternative used to estimate the emissions in AQSR Tables 4-5 and 4-6 and the corresponding parts of the Final EIS.

Characterization of Regional and Localized Emissions

The Draft EIS (p. 247) indicates that overall regional emissions decrease between the no- build and the alternatives in the year of 2038 and concludes that due to these decreases, "the project will not cause any new particulate matter violations or worsen existing particulate matter violations in the project area." However, the Draft EIS states that all build alternatives would result in an "overall increase in the truck and total volumes along the Centennial Corridor within the project limits (p. 247)." As with any project that results in increased truck traffic, local increases in emissions could contribute to localized elevated ambient concentrations, even with decreases in regional emissions.

- Clarify that the regional decreases and their impact on regional concentrations may not completely offset localized increases in particulate emissions.

F-1-16

As mentioned previously, construction of the Centennial project will be ending in 2018. Evaluation of whether the area has attained will be based on ambient data from 2017, 2018, and 2019. Given that the San Joaquin Valley APCD 2012 Plan shows attainment with no margin, even slight increases in ambient $PM_{2.5}$ concentrations around the Bakersfield-California Avenue monitor during the period 2017 to 2019 may make it difficult, if not impossible, for the area to show it has attained the standard. Potential increases in emissions in a year within this timeframe should also be evaluated.

- Revise subsequent environmental documents to ensure that they appropriately characterize the attainment challenges for the project area.

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Response to Comment F-1

Comment Code	Response
F-1-1	The project conducted a qualitative analysis per U.S. Environmental Protection Agency guidelines and showed that the project would not cause or contribute to National Ambient Air Quality Standards violations in the project area. The Air Quality Study Report (February 2014) followed current air quality study protocol and indicated that the project as a whole would reduce emissions within the project area. To address localized emissions, Caltrans will implement minimization measures during construction of the project and betterments to reduce localized particulate matter emissions for the Preferred Alternative B alignment. Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to implement air quality improvement projects. As part of this agreement between San Joaquin Valley Air Pollution Control District and Caltrans, $1.5 million would be provided by Caltrans to execute emission reduction projects. These emission reduction projects include targeted improvements such as retrofitting diesel school buses, replacement of wood-burning stoves and provide heating, ventilation and air conditioning upgrades to qualified schools. In addition, trees would be planted within 500 feet of each side of the Preferred Alternative B alignment to control localized particulate matter emissions. Air quality improvements to be implemented as part of the Centennial Corridor Project are discussed in detail in Response F-1-6. Revisions to the final environmental document have been made in Section 3.2.6, Air Quality, and in Appendix F, Environmental Commitments Record.
F-1-2	Caltrans acknowledges that the Centennial Corridor Project is located in an area in Bakersfield that is nonattainment for fine particulate matter ($PM_{2.5}$). The U.S. Environmental Protection Agency commented that there is a lack of adequate information to evaluate whether the project's localized increases in fine particulate matter ($PM_{2.5}$) would affect the ability of the last part within the San Joaquin Valley (Bakersfield area) to attain the National Ambient Air Quality Standards and meet California's State Implementation Plan. The State Implementation Plan is a statewide plan for achieving the goals of the Federal Clean Air Act and how the National Ambient Air Quality Standards will be met. The Federal Clean Air Act also requires transportation improvement programs to conform to applicable portions of the State Implementation Plan for air quality. Air quality is given priority in the transportation program implementation, as discussed in the *Kern Council of Governments 2014 Regional Transportation Plan/Sustainable Communities Strategy*. This Regional Transportation Plan, developed by Kern County Council of Governments, including participation from the San Joaquin Valley Air Pollution Control District and California Air Resources Board, provides a framework for transportation projects to conform to the State Implementation Plan. The Federal Transportation Improvement Program is a plan for the incremental implementation of the long-range Regional Transportation Plan. Transportation projects listed in the Federal Transportation Improvement Program are designed to be consistent with, and implement, the Regional Transportation Plan. Both of these transportation plans were developed in accordance with the State Implementation Plan, which is the adopted strategy for the San Joaquin Valley to meet National Ambient Air Quality Standards for fine particulate matter ($PM_{2.5}$). In nonattainment areas, the Federal Highway Administration must provide a determination that the Federal Transportation Improvement Program conforms to the adopted State Implementation Plan and that the projects in this plan should not further exacerbate the existing air quality problems. The Centennial Corridor Project is included in the Federal Transportation Improvement Program (identified as KER050104) and the Regional Transportation Plan (identified as KER08RTP020) and has accounted for the project's emissions (including particulate matter) to conform to the State Implementation Plan. According to the *Kern Council of Governments 2014 Regional Transportation Plan/Sustainable Communities Strategy*, the Centennial Corridor Project provides regional air quality benefits and aids in the attainment for particulate matter standards by constructing "'missing links' (streets) to roadway network that reduce out-of-direction travel: Centennial Connector will provide

Comment Code	Response
	a major free-flow traffic connector that will improve air quality by reducing stop-and-go truck travel on local arterials." Because both of these transportation plans conform with California's State Implementation Plan and the Centennial Corridor Project is included in these transportation plans, the project would not delay the timely attainment of regional fine particulate matter ($PM_{2.5}$) standards or hinder the National Ambient Air Quality Standards to be met by the Clean Air Act's deadline in 2019, as commented by the U.S. Environmental Protection Agency. In August 2014, the Federal Highway Administration provided a project-level conformity determination that the "project will not create any new violations of the standards nor increase the severity or number of existing violations," and that the project "conforms to the State Implementation Plan." Implementation of the project would result in an overall reduction of particulate matter ($PM_{2.5}$ and PM_{10}) emissions within the project limits compared to the no-build scenario because of the reduction in vehicle idling and out-of-direction travel. Total particulate matter emissions for horizon year 2038 for the Preferred Alternative B have been calculated to be approximately 8 tons. Construction of the Preferred Alternative B alignment would shift traffic towards the new alignment and would result in a decrease in particulate matter at local arterials within this same segment area, including major arterials such as Rosedale Highway (decrease of 2.2 tons annually), Stockdale Highway (decrease of 2.7 tons annually), and Truxtun Avenue (decrease of 1.5 tons annually). Local minor roads will also experience a decrease in particulate matter emissions due to traffic shifting to the new freeway alignment. The result of the traffic shift from local arterials and minor roads would result in a shift of particulate matter concentrations. Residents located along the new alignment portion of State Route 58 (Preferred Alternative B segment) would be exposed to greater concentrations of particulate matter emissions due to their proximity to the new freeway; however, minimization measures during construction and air quality improvement projects would be implemented by Caltrans to offset increases in particulate matter emissions. Construction measures and proposed operational improvements are discussed in detail in F-1-6. To address localized increases in particulate matter along the Preferred Alternative B alignment, Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to provide funding for improvements to local air quality within the project area. This agreement would provide additional localized particulate matter reductions. See Appendix L of the final environmental document for more details on the Voluntary Emission Reduction Agreement. Utilizing the San Joaquin Valley Air Pollution Control District's highly successful grant administration program, the funds generated pursuant to this Voluntary Emission Reduction Agreement will be awarded to businesses, residents, and municipalities to generate real and quantifiable reductions in emissions for the Bakersfield area and the Central Valley. The following are some examples of how these funds may be utilized to reduce air pollution: • Grants to residents to purchase cleaner vehicles through the San Joaquin Valley Air Pollution Control District's Drive Clean Rebate Program. • Grants to residents through the San Joaquin Valley Air Pollution Control District's Tune-In Tune-Up program to repair older high-polluting vehicles. • Grants to residents to replace fireplaces and noncertified wood-burning stoves with clean-burning U.S. Environmental Protection Agency-certified units through the District's Burn Cleaner Incentive Program. • Grants to convert electricity or replace existing diesel-powered off-road equipment through the San Joaquin Valley Air Pollution Control District's Heavy-Duty Engine Program. • Grants to replace old trucks with new low-emissions trucks through the San Joaquin Valley Air Pollution Control District's Truck Voucher Program.

Comment Code	Response
	• Grants to replace older and high-polluting school buses through the San Joaquin Valley Air Pollution Control District's School Bus Replacement Program. The emissions reductions secured through Voluntary Emission Reduction Agreements are supplementary to existing regulations, achieving reductions earlier or beyond those required by regulations. Over the years, the San Joaquin Valley Air Pollution Control District has built a reputation for excellence in the implementation of these programs, as highlighted in multiple audits by state agencies that lauded the San Joaquin Valley Air Pollution Control District's incentive programs for their efficiency and effectiveness. The San Joaquin Valley Air Pollution Control District's incentive programs have invested over $1 billion in public and private funding for clean air projects by reducing more than 100,000 tons of emissions. With implementation of the programs listed above, the project area would experience construction emission reductions of: • Year 1 – 1.9 tons of reactive organic gas/33.6 tons of nitrogen oxide/7.6 tons of coarse particulate matter (PM_{10}) • Year 2 – 1.45 tons of reactive organic gas/16.5 tons of nitrogen oxide/7.3 tons of coarse particulate matter (PM_{10}) • Year 3 – 0.4 ton of reactive organic gas/2.55 tons of nitrogen oxide/0.7 tons of coarse particulate matter (PM_{10}) It should be noted that the reductions mentioned above would be implemented mainly within the Year 1 timeframe, and the reductions will carry over to future years, well beyond the construction years. With implementation of the Voluntary Emission Reduction Agreement programs listed above, the project area will experience operational emission reductions of: • 5 tons of reactive organic gas • 73 tons of nitrogen oxide • 5 tons of coarse particulate matter (PM_{10}) These emission reductions will be achieved throughout the 20-year design life of the project. The Voluntary Emission Reduction Agreement is provided in Appendix L of the final environmental document. In addition to implementing the Voluntary Emission Reduction Agreement, Caltrans and/or the construction contractor would implement and adhere to San Joaquin Valley Air Pollution Control District's Rule 9510. The purpose of this rule is to fulfill the District's emission reduction commitments in the particulate matter (PM_{10}) and ozone attainment plans, achieve emission reductions from the construction and use of development projects through design features and on-site measures, and provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures[1]. These measures would minimize construction-related emissions to residents living within 1,000 feet of the Preferred Alternative B alignment. Further discussion on Rule 9510 is also provided in Section 3.6 (Volume 1) and identified as SC-CI-20 (Appendix F in Volume 2). Caltrans recognizes the positive effects of nonmotorized transportation, such as bicycles, on the environment. By providing elements for a bicycle connection within the Centennial Corridor Project area, it is possible that an improved bicycle connection to an existing Class I and Class II bicycle facility could increase bicycle usage and reduce vehicle trips within the area. Based on comments received from the public, Caltrans will incorporate bicycle path connection elements to the Centennial Corridor over the Carrier Canal. In addition, the sidewalk connection from Joseph Drive to La Mirada Drive would link two parts of Westpark that currently have no direct access. This improvement would enhance bicycle/pedestrian connectivity and would result in minimal effects to the environment during construction. These features would be consistent with the city-wide plan for multi-use paths within the city of Bakersfield.

[1] https://www.valleyair.org/rules/currntrules/r9510.pdf

Comment Code	Response
F-1-3	Summaries of particulate matter ($PM_{2.5}$ and PM_{10}) emissions indicate that implementation of the project would result in reductions of particulate matter ($PM_{2.5}$ and PM_{10}) emissions compared to the no-build scenario. It should be noted that reductions in emissions within the project area are anticipated despite the overall increase in truck and total traffic volumes along all three alternatives. Additionally, traffic data did not include increased idling times on local streets that would occur without the project. Idling times would dramatically increase the particulate matter quantities for the No Build Alternative, with most of the concentrations added along Rosedale and Stockdale highways. The project as a whole will improve particulate matter emissions within the project limits, as shown in the particulate matter qualitative analysis. Please refer to Section 3.2.6 for further discussion regarding the particulate matter qualitative analysis. Despite the project-wide decrease in particulate matter emissions, increases in localized fine particulate matter ($PM_{2.5}$) concentrations due to project operations and project construction would occur and could affect residents living adjacent to the corridor. Betterments proposed as part of the Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District would reduce localized fine particulate matter ($PM_{2.5}$) emissions and provide additional benefits to residents living in the immediate vicinity (i.e., 1,000-foot zone) from the corridor. Specifically with regard to the U.S. Environmental Protection Agency's comment for quantitative data of the community demographics to understand increases in fine particulate matter ($PM_{2.5}$) for purposes of analyzing impacts to environmental justice populations, Table 4.1 in the final environmental document, and as shown below, identifies the number of residents living within 500 feet of each of the build alternatives broken down by Census block group data. This table used a bold face print to readily indicate to readers which of the block groups in the community are comprised of greater environmental justice populations. The demographic breakdown of the block groups is compared with the city of Bakersfield and Kern County percentages. Following the U.S. Environmental Protection Agency's suggestion, we have added to the table the overall California State and U.S. population demographic percentages for comparison purposes, as provided in Table 3.11 in the final environmental document and as shown below. As indicated in the final environmental document, only 3 of the Census Tract groups (out of 16) for the Preferred Alternative B alignment contain a higher percentage of minority populations compared to city and county averages (Census Tracts 20.00, 26.00, and 27.00). As discussed, the Centennial Corridor Project would not result in disproportionately high and adverse effects on environmental justice communities because of the equivalent distribution of the effects on all communities through which the Alternative B alignment passes; the other eight non-environmental justice Census Tracts would experience similar effects as the three environmental justice Census Tracts. Hence, there would be no impacts borne disproportionately by low-income and/or minority populations. Volume 2 of the environmental document provides the pertinent census tract maps (Figures 3-9a through 3-9c) for each of the three build alternatives. As the environmental document reflects in Table 4.2 and shown below, numerous sensitive receptors to air pollutants, such as schools, hospitals, medical facilities, and childcare centers, are located adjacent to the proposed alignments, and the table indicates the distance of the community facilities from each project alignment.

Comment Code	Response

Table 4.1 Number of Residents within 500 Feet of Project Alignments

Tract	Block	Alternative A	Alternative B (Preferred Alternative)	Alternative C
5.07	1	0	0	0
18.01	1	N/A	N/A	250
18.01	2	N/A	313	N/A
18.01	3	92	372	N/A
18.02	1	330	0	0
18.02	3	75	N/A	N/A
19.01	2	28	28	30
19.01	3	17	17	75
19.02	3	46	46	46
20.00	3	116	116	116
26.00	3	46	46	46
27.00	1	52	52	52
27.00	4	165	165	165
27.00	5	150	150	150
28.12	1	273	271	80
28.12	2	210	210	N/A
28.12	3	40	N/A	N/A
28.13	1	95	95	95
Total		1,735	1,881	1,105

N/A: not applicable.
Note: The bold face signifies block groups with an environmental justice population.
Source: Developed from the right-of-way maps, 2012.

Table 3.11 Race and Ethnic Composition of the Project Area Population By Block Group

Geographic Area	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other Race/Two or More Races	Hispanic or Latino of Any Race
City of Bakersfield	131,311	26,677	2,265	20,496	357	8,172	158,205
	38%	8%	1%	6%	0%	2%	46%
Kern County	323,794	45,377	5,893	33,100	995	17,439	413,033
	39%	5%	1%	4%	0%	2%	49%
California	21,453, 394	2,299,072	362,801	4,861,007	144,386	1,054,283	14,013,719
	58%	6%	1%	13%	<1%	3%	38%
U.S.	196,817,552	38,929,319	2,932,248	14,674,252	540,013	9,009,073	50,477,594
	64%	13%	<1%	5%	<1%	3%	16%

Comment Code	Response

Table 4.2 Schools and Medical Facilities within Vicinity of Project Alignments

Community Facility	Approximate Distance (feet) from Alignment		
	Alternative A	Alternative B (Preferred Alternative)	Alternative C
Schools and Daycare			
Van Horn (Wayne) Elementary School	1,000	N/A	N/A
Roosevelt Elementary School	1,200	1,200	1,200
Little Red School House	N/A	0	1,900
Harris (Caroline) Elementary School	N/A	800	1,900
Stockdale Christian School	1,700	375	N/A
Sunshine Center	1,100	1,100	1,100
First United Methodist Church/First Experiences Preschool Assembly Manor	700	700	N/A
Millie Munsey Elementary School	1,400	1,400	1,400
Noah's Ark Pre-School	1,400	1,400	1,400
Vista High School	1,800	1,800	1,800
Claude Richardson Child Development Center	900	900	900
Sequoia Middle School	1,700	1,700	1,700
Stine Headstart	800	1,000	N/A
Day Care Center at Central California Economic Development	1,000	1,000	N/A
Child Haven Preschool	640	600	1,100
Five Star Day Care	140	140	110
Caring Corner Day Care Center	300	300	300
Medical Facilities			
Stockdale Podiatry	200	150	N/A
Kaiser Permanente - Stockdale Medical Offices	0	105	550
Brundage Medical Center	550	550	550
Houchin Blood Bank	800	N/A	N/A
DaVita Dialysis	1,980	1,000	1,980
Kern Radiology	N/A	N/A	1,320
Bakersfield Veteran's Affairs Community Clinic	N/A	N/A	1,980
Arthritis Association/Adaptive Aquatic Center	N/A	N/A	1,980
Lifehouse Parkview Healthcare Center	N/A	1,800	930
Truxtun Surgery Center	N/A	N/A	1,000
Healthsouth Bakersfield Rehabilitation Center	N/A	500	1,400
Bakersfield Family Medical	N/A	500	1,900
Kaiser Permanente Medical Care	900	1,400	N/A
First Choice Medical	800	650	1,800
Child and Adolescent Psychology Center	600	N/A	N/A

Note: Facilities sitting beyond 2,000 feet of the build alternatives are listed as not applicable (N/A). Facilities directly affected by a build alternative are identified with the number 0.

Source: *Community Impact Assessment,* 2015.

Comment Code	Response
	The community facilities are also graphically displayed on a map figure included within Figure 4-5 of the Community Impact Assessment. Based on the analysis documented in the final environmental document, there is no indication that either construction or operation of the proposed Centennial Corridor Project would result in disproportionately high and adverse impacts to minority or low-income populations. Hence, the environmental justice analysis provided in this final environmental document and the supporting *Community Impact Assessment* (2015) adequately analyzes potential impacts to low-income and minority populations. No further environmental justice analysis is needed. For more information on air quality please refer to Section 3.2.6, Volume 1, Air Quality of the final environmental document. Finally, under the California Environmental Quality Act, recirculation of this environmental document for public review is not required because new information added to the environmental impact report merely clarifies, amplifies or makes insignificant modifications in an adequate environmental impact report. Similarly under the National Environmental Policy Act, releasing of a supplemental environmental impact statement is not required for this project since there have been no substantial changes in the proposed action relevant to environmental concerns, nor have significant new circumstances or information relevant to environmental concerns been identified. Additionally, the information provided in the final environmental document provides all of the relevant information and clarification regarding the project including alternative evaluations and mitigation measures.
F-1-4	As noted in Response to Comment F-1-3, the project would result in lower particulate matter (PM_{10} and $PM_{2.5}$) emissions compared to the no-build scenario. This decrease in particulate matter emissions is the result of an increase in vehicle speeds and a reduction of congestion anticipated with implementation of the project. As previously mentioned in Response to Comment F-1-2, the project will not cause any new particulate matter violations or worsen existing particulate matter violations in the project area. The Centennial Corridor Project would not delay attainment for particulate matter ($PM_{2.5}$). Activities related to this project are consistent with the State Implementation Plan, and it has been determined that this project conforms to the requirements of the Clean Air Act. The project as a whole will improve particulate matter emissions within the project limits. Total particulate matter emissions for horizon year 2038 for the Preferred Alternative B have been calculated to be approximately eight tons annually. Construction of the Preferred Alternative B alignment would shift traffic towards the new alignment and would result in a decrease in particulate matter at local arterials within this same segment area, including major arterials such as Rosedale Highway (decrease of 2.2 tons annually), Stockdale Highway (decrease of 2.7 tons annually), and Truxtun Avenue (decrease of 1.5 tons annually). In addition to reductions of particulate matter at these local arterials within the Preferred Alternative B alignment, targeted air quality improvement projects would be implemented by Caltrans and the city of Bakersfield to offset localized emissions. Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to provide improvements to local air quality within the project area. Caltrans shall provide $1.5 million in funding to the San Joaquin Valley Air Pollution Control District for administration of the air quality emission reduction programs. This agreement would offset any localized particulate matter emissions to the greatest extent practicable. The San Joaquin Valley Air Pollution Control District believes that the total $1.5 million total air quality funds available for the Voluntary Emission Reduction Agreement would be used to execute "…Emission Reduction Projects through the District's Incentive Programs to achieve a betterment of air quality in the vicinity of the project" and will "…provide betterment of air quality in the area, by offsetting construction and operation emissions occurring in the vicinity of the new highway segment and existing highway segments that will be adding capacity." Construction emissions for particulate matter ($PM_{2.5}$) would be addressed through implementing minimization measures, compliance with the San Joaquin Valley Air

Comment Code	Response
	Pollution Control District's Rule 403, and provisions stated in the Voluntary Emission Reduction Agreement.
F-1-5	Despite the project-wide decrease in particulate matter outlined in Response F-1-3, increases in localized fine particulate matter ($PM_{2.5}$) concentrations due to project operations and construction would occur and could affect residents living adjacent to the corridor. Mitigation measures proposed as part of the Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District would offset the increase in localized fine particulate matter ($PM_{2.5}$) emissions and would mitigate impacts to residents living in the immediate vicinity (i.e., 1,000-foot zone) of the corridor. As mentioned in Response F-1-3, in regard to the U.S. Environmental Protection Agency's comment for additional demographic data to understand increases in fine particulate matter ($PM_{2.5}$) for purposes of analyzing impacts to environmental justice populations, please refer to Table 4.1 from the final environmental document, which identifies the number of residents living within 500 feet of each of the build alternatives broken down by Census block group data. By using a bold face print, this table allows readers to readily see which of the block groups in the community are comprised of the greater environmental justice populations. The demographic breakdown of the block groups is compared with the city of Bakersfield and Kern county percentages. Per U.S. Environmental Protection Agency's suggestion, the overall California State and U.S. population demographic percentages have been added to the table for comparison purposes. Also please note, as the final environmental document indicates, only 3 of the block groups (out of 16) for the Alternative B alignment contain a higher percentage of minority populations than do city and county averages. As discussed, the Centennial Corridor Project would not result in disproportionately high and adverse effects on environmental justice communities because of the equivalent distribution of the effects on all communities through which the Alternative B alignment passes. There would be no impacts borne disproportionately by low-income and/or minority populations. Volume 2 of the environmental document provides the pertinent Census tract maps (Figures 3-9a through 3-9c) for each of the three build alternatives. As the environmental document reflects in Table 4.2, numerous sensitive receptors to air pollutants, such as schools, hospitals, medical facilities, and childcare centers, are located adjacent to the proposed alignments, and the table indicates the distance of the community facilities from each project alignment. The community facilities are also graphically displayed on a map figure included within Figure 4-4 of the Community Impact Assessment. Based on the analysis documented in the final environmental document, there is no indication that either construction or operation of the proposed Centennial Corridor Project would result in disproportionately high and adverse impacts to minority or low-income populations.
F-1-6	Caltrans has considered the U.S Environmental Protection Agency's recommendations in reducing emissions during the operations and construction of the project. Some of the recommended measures are currently proposed to be part of the project. These include the construction of sound walls. As currently designed, the Preferred Alternative B alignment would construct 25 sound walls along the project area, ranging from 8 to 16 feet in height. These sound walls would be constructed to cover most of the project limits on either side of the Preferred Alternative B alignment, portions of State Route 99, and along State Route 58. As mentioned by the U.S. Environmental Protection Agency, these sound walls could reduce exposure to mobile source-related emissions. In addition to sound walls to reduce mobile source-related emissions, Caltrans will also provide landscaping and vegetation in disturbed areas as part of the project. Caltrans is also providing funding for additional air quality improvements to further reduce particulate matter emissions. Caltrans has completed a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to address construction and operational emissions. As part of the Voluntary Emission Reduction Agreement, Caltrans will provide funds to the San Joaquin Valley Air

Comment Code	Response
	Pollution Control District, who will administer the programs. The Voluntary Emission Reduction Agreement will reduce localized particulate matter emissions by providing grants to businesses, residents, and municipalities; these grants would provide funding to implement targeted improvements along the Preferred Alternative B alignment. The $1.5 million dollars provided by Caltrans to San Joaquin Valley Air Pollution Control District to fund this Voluntary Emission Reduction Agreement will be used to awards fund to programs, businesses, residents, and municipalities to generate real and quantifiable reductions in emissions for the Bakersfield area and the Central Valley. As the name suggests, participation by Bakersfield residents is voluntary and is available to residents living within a certain distance of the project alignment. Historically, the San Joaquin Valley Air Pollution Control District's incentive programs have invested over $1 billion in public and private funding for clean air projects reducing more than 100,000 tons of emissions. ***Air Quality Improvements to Address Localized Operational Emissions*** Several improvements were considered to provide particulate matter emission reductions along the Alternative B alignment. The project team made a determination to conduct further research and analysis on the improvements that will provide the most benefit at a reasonable cost. These targeted improvements under consideration include: (1) retrofitting school buses with diesel engines; (2) wood-burning stove replacement; (3) heating, ventilation, and air conditioning upgrade and (4) tree planting. These improvements were assessed based on their potential to reduce localized emissions and feasibility of implementation. Caltrans, in cooperation with the San Joaquin Valley Air Pollution Control District and the city of Bakersfield, will implement a combination or all four of the abovementioned improvements. The proposed school bus diesel engine retrofit, wood-burning stove replacement and heating grants, ventilation and air-conditioning upgrade improvements would be part of the Voluntary Emission Reduction Agreement, funded by Caltrans to the San Joaquin Valley Air Pollution Control District, who in turn, will administer the abovementioned programs. These air quality improvement programs will provide particulate matter reductions and help address air quality related health issues. In addition, the Centennial Corridor Project will fund a voluntary tree-planting program within the city of Bakersfield to be administered by a non-profit organization, at a cost of $200,000. Environmental justice communities near the Preferred Alternative B alignment would receive priority in obtaining improvements. A description of each improvement and prioritization are described below. *School Bus Diesel Engine Retrofit* School bus retrofit is considered as an air quality improvement measure due to the current bus travel patterns within and adjacent to the Alternative B alignment. Most of the city's school buses are currently diesel-powered. There are 24 bus routes serving schools near or along the Centennial Corridor Alternative B alignment. With morning and afternoon routes combined, these buses cover an estimated 123.7 miles each day. Diesel bus emissions for 123.7 daily miles traveled over a school year (200 days) are estimated to be 8,026 grams (17.7 pounds) of particulate matter, 425,528 grams (938.1 pounds) of nitrogen oxide, and 9,574 grams (21.1 pounds) of hydrocarbons.[2] The importance of reducing school bus emissions will also have a benefit to the health of children who ride these diesel-fueled buses. "A child riding inside of a diesel school bus may be exposed to as much as four times the level of toxic diesel exhaust as someone riding in a car ahead of it. Under Federal law, these exposures translate into a significant risk of cancer to children."[3] Children are at more risk than adults for the

[2] Calculated emissions data from U.S. Environmental Protection Agency 2008 for diesel emissions; calculated emissions for natural gas from Solomon, *et al.,* 1998. Emissions estimate does not include idling times.

[3] Solomon, Gina M., Todd R. Campbell, Gail Ruderman Feur, Julie Masters, Artineh Samkian, and Kavita Ann Paul. 2001. No Breathing in the Aisles: Diesel Exhaust inside School Buses. Natural Resource Defense Council, Coalition for Clean Air. http://www.nrdc.org/air/transportation/schoolbus/schoolbus.pdf.

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	harmful effects of air pollution because their lungs are still developing and their breathing is more rapid. Replacement of the diesel engines of school buses will benefit the communities by the project area and school-age children that ride these bus routes. There are several alternatives for fuel sources that could be used for diesel-run school buses. The most salient fuel alternative is compressed natural gas, which is a gasoline alternative that burns cleaner than diesel and gasoline alternatives.[4] The cost to replace one diesel-powered bus with a compressed natural gas bus is $460,000, with a total cost of $11,040,000 to replace 24 buses currently operating within the Alternative B alignment. The cost to replace diesel-powered buses with compressed natural gas-powered buses is too high, considering a more cost-effective measure is available that would yield nearly the same results in terms of particulate matter reductions. A cost-effective mitigation measure to achieve the same, or better, emissions of a compressed natural gas bus, without replacing the diesel bus, would be to install a diesel retrofit device. The installation of one or a combination of available retrofit devices could result in maximum emission reductions as high as 95 percent for particulate matter, 75 percent for nitrogen oxide, 95 percent for hydrocarbons, and 90 percent for carbon monoxide. Available retrofit devices include diesel particulate filter closed crankcase ventilation, selective catalytic reduction, lean nitrogen oxide catalyst, or exhaust gas recirculation. Please note that no single device is able to reduce all four emission types; therefore, a combination of one or more retrofit devices should be considered depending on the targeted emission reductions objective. Depending on the devices chosen, the cost could range from $583.33 to $70,000 per retrofitted bus. The proposed school bus retrofit would be a funded improvement through the Voluntary Emission Reduction Agreement. Caltrans and the city would coordinate with the San Joaquin Valley Air Pollution Control District to provide details in its implementation. *Wood-Burning Stove Replacement* Wood-burning fires are known to emit smoke containing a range of microscopic particles that contribute to air pollution. The gases and particles emitted by wood-burning fires not only worsen overall air quality, but they can also lead to severe health problems such as bronchitis and chronic heart or lung disease (EPA Frequently Asked Questions).[5] Particulate matter emissions from burning traditional wood ranges from 41 to 79 grams per hour. Carbon emissions from traditional wood burning are also high, and they can range from 211 to 271 grams per hour.[6] Hydrocarbons released from wood-burning fires are found to range from 460 to 1,030 milligrams per hour. One feasible option to reduce emissions from wood-burning stoves and fireplaces is to install a gas fireplace. These fireplaces can be installed into an existing fireplace and are a self-contained unit within the home. These fireplaces can burn 35 to 40 percent cleaner than wood-burning fireplaces, and they can give the appearance of a traditional fireplace, as well as produce heat, without actually burning any wood. Gas logs are placed into the fireplace and are hooked up to the existing gas safety pilot valve. A wood stove replacement grant program has been implemented by the San Joaquin Valley Air Pollution Control District and garnered overwhelming participation from the public in the past; however, the proposed wood-burning stove replacement program would be a targeted measure for residents living adjacent to the Alternative B alignment. Implementation of the wood-burning stove replacement would prioritize environmental justice communities near the Preferred Alternative B alignment to obtain this improvement. The proposed wood-burning stove replacement would be a funded improvement through the Voluntary Emission Reduction Agreement. Caltrans and the

[4] U.S. Environmental Protection Agency (EPA). 2008. "Average In-Use Emissions from Urban Buses and School Buses". Online at http://www.epa.gov/otaq/consumer/420f08026.pdf.

[5] U.S. Environmental Protection Agency (EPA). No date. "Frequently Asked Questions: Available Online at: http://www.epa.gov/burnwise/faqconsumer.html#aregasstovescleaner.

[6] Firelogs vs. Wood Fires - What's the Right Choice for a Cozy Winter Fire?"Science 2.0. N.p., n.d. Web. 18 Mar. 2015.

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	city of Bakersfield would coordinate with the San Joaquin Valley Air Pollution Control District to provide details in its implementation. *Heating, Ventilation, Air Conditioning Upgrades* To the greatest extent practicable, Caltrans and the city of Bakersfield would provide heating, ventilation, and air conditioning upgrades to daycare centers, pre-schools, and schools within 1500 feet within the Preferred Alternative B alignment. Each of the school's existing heating, ventilation, air conditioning system will be separately evaluated for efficiency and practicability of an upgrade to reduce indoor particles related to health effects such as exacerbating symptoms of asthma. The complete heating, ventilation, and air conditioning unit may not necessarily require upgrades, but the existing air filtration component of the system is central in reducing indoor particulates and enhancing children's health. One criterion that would be utilized to determine the need for an upgrade is the minimum efficiency reporting values of the existing air filtration system based on a scale of 1 to 20, where 1 is low and 20 is high. According to the Environmental Protection Agency, minimum efficiency reporting values between 7 and 13 are likely to be almost as effective as true High-Efficiency Particulate Air filters in reducing the concentrations of most indoor particles linked to health effects.[7] Available data indicate that even for very small particles, High-Efficiency Particulate Air filters are not necessarily the preferred option. For these small particles, relatively large decreases in indoor concentrations (around 80 percent) are attainable with medium filter efficiency. The proposed minimum filter efficiency for the air filtration upgrade would be a value of 8, which would trap 70% of the air-borne particulates that are 3 to 10 microns in size. Increasing filter efficiency above a minimum efficiency reporting values greater than 13 results in only modest predicted decreases in indoor concentrations of these particles. Daycare centers, pre-schools, and schools with an air filtration rating of less than a minimum efficiency reporting value of 8 may be eligible for this upgrade as part of the Voluntary Emission Reduction Agreement. The heating, ventilation, and air conditioning units of schools along the new alignment would be upgraded to a minimum efficiency reporting value of 8 or greater and would remove particulate matter of at least 2.5 to 10 microns. This targeted air quality improvement would enhance the respiratory health and well-being of children. A complete replacement of the heating, ventilation, and air conditioning system would only be required if the air filtration component of an existing system cannot feasibly be upgraded to obtain the minimum efficiency value of 8. The proposed heating, ventilation, and air conditioning system would be a funded improvement through the Voluntary Emission Reduction Agreement. Caltrans and the city of Bakersfield would coordinate with the San Joaquin Valley Air Pollution Control District to provide details in its implementation. *Tree Plantings* Planting trees adjacent to the Preferred Alternative B alignment provides several benefits to the immediate area. Not only do trees provide aesthetic benefits, planting one large tree can absorb 10 pounds of air pollutants, including 4 pounds of ozone and 3 pounds of particulate matter each year. Studies indicate that a reduction of 30 to 80 percent of fine particulate matter at low wind speeds can be achieved, depending on the plant species. Tree plantings would be administered by a nonprofit organization(s) in Bakersfield. The Centennial Corridor Project will provide funds of $200,000 to a nonprofit organization, who will administer the voluntary tree planting program in order to plant as many trees as possible within 1,500 feet of the project until funds have been exhausted. The voluntary tree-planting program would allow property owners to have this air quality mitigation on their property if they are willing to take responsibility of watering and care for the tree(s). The estimate of $200,000 is based on the commercial-nursery

[7] U.S Environmental Protection Agency (EPA). 18 June 2015. "Residential Air Cleaners" Available Online at: http://www.epa.gov/iaq/pubs/residair.html#Air-Filters_Available-Evidence-of-Their-Usefulness

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	cost of providing one 24-inch boxed tree for each property within 500 feet of the freeway. Trees would be planted within private properties on a voluntary basis, with the highest priority of tree plantings to environmental justice communities within 1,000 feet of the Preferred Alternative B alignment, and secondly, properties within 500 feet of each side of the Alternative B alignment. If trees are available after the primary and secondary targeted areas, property owners within 1,500 feet of each side of the alignment would be given an opportunity for tree plantings. If trees are still available, they may be planted at other locations in consultation with and approved by the city of Bakersfield. *Sound walls* Sound walls are primarily implemented to abate noise impacts. According to the U.S. Environmental Protection Agency, research suggests that they can also serve as a barrier to reduce concentrations of traffic-related air pollutants immediately downwind of a roadway, depending on wall height, length and distance from the road. Pollutant concentrations also are generally lower for roads below grade with steep walls than near at-grade roads.[8] Along both sides of the Preferred Alternative B alignment, sound walls would be constructed and the roadway would be depressed from La Mirada Drive to Stine Road; the depressed roadway in conjunction of the construction of the sound wall would minimize pollutant concentrations. Preferred Alternative B would include the construction of a total of 25 sound walls that could directly minimize air quality impacts to residences behind the barriers. In conjunction with the proposed tree plantings for residences behind the proposed sound walls, research conducted by the U.S. Environmental Protection Agency believes that the "presence of sound walls, buildings and vegetation also has an impact on pollutant dispersion."[7] ***Air Quality Improvements to Reduce Construction-Related Emissions*** The Voluntary Emission Reduction Agreement will follow Rule 9510 set forth by the San Joaquin Valley Air Pollution Control District that will minimize any increases in particulate matter due to construction equipment. In addition, Caltrans would impose the following conditions to the construction contractor during construction of the Centennial Corridor Project: 1. Contractors must meet or exceed requirements of San Joaquin Valley Air Pollution Control District Rule 9510. 2. Construction equipment must meet or exceed U.S. Environmental Protection Agency Tier 4 exhaust emissions standards for non-road compression ignition engines and model year 2010 standards for on-highway compression ignition heavy-duty vehicle engines. 3. Use of cleaner fuels, such as electricity and hydrogen fuel options, if feasible. 4. Prohibited truck idling in excess of 5 minutes. 5. Work with San Joaquin Valley Air Pollution Control District to demonstrate and/or deploy heavy-duty technologies, such as heavy-duty plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, and/or advanced technology locomotives. 6. Soliciting bids that include energy- and fuel-efficient fleets. 7. Soliciting preference for construction bids that use Best Available Control Technology, particularly those seeking to deploy zero emissions technologies. 8. Use of alternative fuel vehicles and fueling infrastructure, if feasible. 9. Use energy-efficient lighting systems, such as light-emitting diode. 10. Cement blended with maximum feasible amount of flash 11. Use lighter-colored pavement where feasible. 12. Recycle construction debris to maximum extent feasible. 13. Plant shade trees in or near construction projects where feasible.

[8] http://epa.gov/otaq/documents/nearroadway/420f14044.pdf

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	14. Use grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline-powered generators during construction. The project as a whole will improve particulate matter emissions within the project limits, as shown in the particulate matter qualitative analysis shown in Table 3.28. Although the Centennial Corridor Project is not anticipated to worsen air quality within the general area of the alignment, Caltrans is providing improvements and minimization measures to reduce both operational and construction-related emissions.
F-1-7	In Comment F-1-7, the U.S. Environmental Protection Agency acknowledged that the Draft Environmental Impact Statement includes disclosure of mobile source air toxics, but notes that there were no conclusions about the potential health risk to the community. The following response amplifies the Draft Environmental Impact Statement that the study of mobile source air toxics, dose-response effects, and modeling tools is currently in a state where accurate information is incomplete or unavailable. Per the Federal Highway Administration's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA (December 6, 2012), information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in mobile source air toxics emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to mobile source air toxics exposure associated with a proposed action. The U.S. Environmental Protection Agency is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments, and they have specific statutory obligations with respect to hazardous air pollutants and mobile source air toxics. The U.S. Environmental Protection Agency is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects."[9] Each report contains assessments of noncancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude. Other organizations are also active in the research and analyses of the human health effects of mobile source air toxics, including the Health Effects Institute. Two Health Effects Institute studies are summarized in Appendix D of the Federal Highway Administration's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to mobile source air toxic compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of mobile source air toxic compounds at current environmental concentrations[10] or in the future as vehicle emissions substantially decrease[11]. The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the mobile source air toxics health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70-year) assessments, particularly because unsupportable assumptions would have to be made

9 EPA, http://www.epa.gov/iris/
10 HEI, http://pubs.healtheffects.org/view.php?id=282
11 HEI, http://pubs.healtheffects.org/view.php?id=306

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	regarding changes in travel patterns and vehicle technology, which affects emissions rates, over that time frame, because such information is unavailable. It is particularly difficult to reliably forecast 70-year lifetime mobile source air toxic concentrations and exposure near roadways, determine the portion of time that people are actually exposed at a specific location, and establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable. There are considerable uncertainties associated with the existing estimates of toxicity of the various mobile source air toxics because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, which is a concern expressed by HEI.[12] As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for mobile source air toxic compounds and, in particular, for diesel particulate matter. The U.S. Environmental Protection Agency[13] and the Health Effects Institute[14] have not established a basis for quantitative risk assessment of diesel particulate matter in ambient settings. There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the U.S. Environmental Protection Agency as provided by the Clean Air Act to determine whether more stringent controls are required to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires the U.S. Environmental Protection Agency to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in 1 million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in 1 million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in 1 million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in 1 million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld the U.S. Environmental Protection Agency's approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable. Because of the limitations in the methodologies for forecasting the health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis. To further illustrate the points made above, the Federal Highway Administration reviewed health risk assessments for a hypothetical roadway under a National Cooperative Highway Research Program research project and three major roadway projects (FHWA-AZ-EIS-14-01-F): The Federal Highway Administration's review focused on the methodologies used in the studies and the findings related to the incremental health risk attributable to the projects. All four of the health risk assessments involved very conservative assumptions regarding emissions and exposure. For example, each of the studies assumes constant near-term emissions rates, even though national projections by the U.S. Environmental Protection Agency and the emissions analysis for this project [the same is true for the Centennial Corridor Project] show that there will be a large decline in emissions over the lifetime of the project. Likewise, all 4 of the modeling studies

12 HEI, http://pubs.healtheffects.org/view.php?id=282
13 EPA, http://www.epa.gov/risk/basicinformation.htm#g
14 HEI, http://pubs.healtheffects.org/getfile.php?u=395

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	assume constant breathing of outdoor air at a fixed location for either 30 years (1 study) or 70 years (3 studies). They assume that people will not change residence (which occurs every 8 years on average in the United States), change jobs (which occurs every 3 years on average), or travel to different parts of a metropolitan area over the course of a given day (even though people travel 26 miles per day on average). The studies even assume that students will remain at elementary schools 24 hours per day for 30 or 70 years. These assumptions are not realistic and introduce a considerable amount of uncertainty into the results. Even with these conservative assumptions, the 4 studies all report very low risk. Estimated incremental cancer risk from vehicle traffic at the worst-case location in each study ranged from 0.08 case of cancer per million people to 2 cases per million people. As a point of reference, the risk management framework in the U.S. Environmental Protection Agency's Air Toxics Risk Assessment Reference Library defines risk levels between 1 in 1 million and 100 in 1 million as "acceptable." (A risk level of "1 in 1 million" is frequently mentioned in discussions of cancer risk, but under U.S. Environmental Protection Agency risk assessment guidelines, this represents a level below which risk is considered "negligible" and is not a standard or other type of pass/fail threshold.) For noncancer health risks, the U.S. Environmental Protection Agency uses a metric known as the "hazard quotient," where the estimated risks for each pollutant are added together, and a total of less than 1 is considered acceptable. Each of the locations modeled in 3 of the studies had hazard quotients from vehicle emissions of less than 1, in most cases much less; the remaining study did not calculate a hazard quotient. In short, none of these health risk assessments for major roadway projects (including the 2 examples provided by the U.S. Environmental Protection Agency) identified health risks in excess of the "acceptable" thresholds in the U.S. Environmental Protection Agency's risk management framework. To help put these low health risks from roadway emissions into perspective, the Federal Highway Administration compared them with health risks from traffic fatalities. In 2010, there were 2.47 million deaths in the United States, and 32,728 of these were due to traffic fatalities, meaning that the risk of dying in a traffic accident in 2010 was 0.0106 percent. Converted to terms of risk per million people, this represents a risk of 106 in 1 million per year, or 7,420 in 1 million as a 70-year lifetime risk, consistent with cancer risk estimation. While this risk is very high, and while the Federal Highway Administration is actively working to improve highway safety, most people seem to consider this risk "acceptable" in the sense that they do not avoid vehicle trips to reduce it. In addition, if the mobile source air toxics risk estimates in the studies summarized above are correct, it means that the incremental risk of cancer from breathing air near a major roadway is several hundred times lower than the risk of a fatal accident from using a major roadway. The U.S. Environmental Protection Agency must make decisions regarding acceptable risk when it develops regulations to control hazardous air pollutants (air toxics) under Titles II and III of the Clean Air Act. The U.S. Environmental Protection Agency's National Emission Standards for Hazardous Air Pollutants for benzene emissions is based on attaining a risk level of no more than 100 cases of cancer per 1 million people. The U.S. Environmental Protection Agency's 2007 mobile source air toxics rule, covering vehicles, fuels, and fuel containers, is designed to result in a remaining risk of approximately 5 in 1 million. Both of these risk levels, considered acceptable by the U.S. Environmental Protection Agency as an outcome of its rulemaking processes, are much higher than the estimated risk from the highway projects that the Federal Highway Administration reviewed. Caltrans will monitor mobile source air toxic emissions between opening year (2018) and horizon year (2038) conditions and provide the U.S. Environmental Protection Agency relevant air quality data upon request. Caltrans will utilize data from an existing air quality monitoring station located 0.6-mile from the Alternative B alignment at 5558 California Avenue in the city of Bakersfield. Caltrans will request the San Joaquin Valley Air Pollution Control District to provide an additional air quality monitoring station adjacent the Preferred Alternative B alignment. Through advancement in vehicle and fuel composition technology, mobile source air toxic emissions would likely decrease

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	within the general area of the Preferred Alternative B alignment by horizon year (2038) conditions.
F-1-8	Executive Order 13045 provides, in part, that Federal agencies make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and to ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks. It further directs Federal agencies to protect children from environmental health and safety risks in carrying out their missions. For each "covered regulatory action" (e.g., any substantive action in rule making that is likely to result in a rule that is economically significant [Executive Order 12866] or rule making an agency has reason to believe may disproportionately affect children) submitted to the Office of Management and Budget Office of Information and Regulatory Affairs pursuant to Executive Order 12866, Federal agencies should include an evaluation of the effects of the planned regulation on children and why it is preferable. Caltrans does not believe the proposed alternatives would disproportionately affect children, nor are the proposed alternatives described in the Draft Environmental Impact Statement regulatory in nature. The Draft Environmental Impact Statement incorporates an assessment of the potential impacts of the proposed project on all populations, including children. As shown in Table 3.4, Effects on Parks by Alternatives, in the Final Environmental Impact Statement, the Preferred Alternative would have no impacts to parks within the project area. Additionally, community character and cohesion is analyzed in the Final Environmental Impact Statement in Section 3.1.4.1, Volume 1.This analysis identifies neighborhood schools and community facilities. Sensitive receivers for air are already included in the air quality analyses in accordance with state and Federal guidance. The Air Quality section in the Final Environmental Impact Statement, Section 3.2.6 in Volume 1, has addressed requirements under the National Environmental Policy Act. The National Ambient Air Quality Standards. Clean Air Act § 109(b)(1) requires the U.S. Environmental Protection Agency to promulgate primary National Ambient Air Quality Standards at levels that allow an adequate margin of safety and are requisite to protect the public health. As noted by the U.S. Environmental Protection Agency in its 2013 rulemaking for particulate matter, Clean Air Act § 109's legislative history demonstrates that the primary standards are "to be set at the maximum permissible ambient air level … which will protect the health of any [sensitive] group of the population" (78 *Federal Register* 3086 and 3090) (quoting S. Rep. No. 91-1196, 91st Cong., 2 Sess. 10 [1970]) (alterations in original). Accordingly, the Draft Environmental Impact Statement National Ambient Air Quality Standards based evaluation of criteria air pollutants included a health-based review of sensitive populations, including children, given the National Ambient Air Quality Standards' inherent consideration of those factors. Furthermore, the National Ambient Air Quality Standards-based assessment ensures adequate consideration of health based issues as "[t]he requirement that primary standards provide an adequate margin of safety was intended to address uncertainties associated with inconclusive scientific and technical information … and to protect against hazards that research has not yet identified" (78 *Federal Register* 3090). Likewise, as noted in Table 3.25, Volume 1, of the Final Environmental Impact Statement, 10 intersections were modeled for carbon monoxide concentrations. Receptor placement met the criteria for selecting modeling locations as specified in 40 *Code of Federal Regulations* § 93.123(a). (See also the responses to U.S. Environmental Protection Agency comments above, which address particulate matter, air quality conformity, and mobile source air toxics.) As mentioned in the response to comment F-1-6, Caltrans would provide funds to the San Joaquin Valley Air Pollution Control District for administering improvement programs to enhance children's health and safety. These improvements include heating, ventilation, and air conditioning (HVAC) upgrades to daycare centers, pre-schools, and schools within 1500 feet of the Preferred Alternative B. In addition, high-polluting diesel school buses would be retrofitted with a diesel filter to reduce bus

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	particulate matter emissions comparable to a compressed natural gas bus. These improvements would be funded through the Voluntary Emission Reduction Agreement. As part of the environmental commitments for this project, Caltrans will require that the construction contractor implement all applicable control measures included in the San Joaquin Valley Air Pollution Control District's *Guide for Assessing and Mitigating Air Quality Impacts*. Chemical stabilizers/ suppressants and other best available control and standard control measures will be used in construction areas to mitigate potential respiratory impacts, including asthma, from air pollutant emissions and the generation of fugitive dust. As indicated in minimization measure SC-CI-21 in Appendix F, construction areas near sensitive receptors are required to adhere to conditions to minimize exposure to construction-related hazardous materials and chemicals. Caltrans will also incorporate requirements into the contract specifications requiring that the construction contractor comply with the provisions of the National Emissions Standards for Hazardous Air Pollutants regulations as listed in the Code of Federal Regulations requiring notification and inspection for construction activities, thereby minimizing potential impacts from the use of chemicals and hazardous materials to children living near the project construction areas. Implementing the aforementioned minimization measures is anticipated to result in less than significant impacts to children living near project construction areas. *Noise* As stated in Section 3.2.7, Noise, in Volume 1 of the Final Environmental Impact Statement, more than 532 sensitive receivers were evaluated at exterior locations from a traffic noise perspective. All of the receivers represent noise-sensitive land uses in proximity to the proposed project, including homes, schools, and parks, and these receivers would have higher noise levels than similar facilities more distant from the proposed action. In response to comments by the U.S. Environmental Protection Agency, each modeled school was re-examined to determine whether noise impacts would result from the proposed freeway and whether appropriate mitigation of these impacts was provided (see Response to Comment F-1-9). Through this analysis, Caltrans has determined that the proposed project would not produce disproportionate impacts to children's environmental health and safety.
F-1-9	The frequent outdoor use areas along the proposed alignment were identified in the Noise Study Report and feasible and reasonable sound walls were considered for areas that would be impacted by the traffic noise. Harris School is approximately 800 feet from the roadway alignment and there are several rows of houses between the school and the roadway. Therefore the school would not be considered impacted in accordance to the Caltrans/Federal Highway Administration guidelines. A sound wall is considered for this area that will reduce traffic noise at the areas close to the roadway but it would not have any effect on the school due to the distance. Stockdale Christian School is located 375 feet from the edge of roadway and the predicted exterior noise levels would be 58 decibels for Alternative B. A 20- to 25-decibel drop in interior noise levels is normally expected when compared to exterior noise levels, which would put the interior noise level around 33 to 38 decibels, which is well below the Caltrans/Federal Highway Administration 52-decibel classroom noise limit. The final environmental document has identified schools or day care centers within the project area for potential noise impacts to schools and day care centers for all build alternatives within the project area. A map showing the location of the schools and day care centers are identified in Figure 3-3, and listed in Section 3.1.4.3, Environmental Justice, in Volume 1 of this final environmental document. Thorough research has been conducted to identify schools or day care centers within the project area. The noise study indicates that there are no schools within the Alternative A alignment, west of State Route 99 that would be impacted by traffic noise. Under Alternative C, there are no schools or day care centers close to the existing State Route 99, north of State Route 58, that would be impacted by traffic noise. For all analyzed build alternatives, there are no schools or day care centers near the existing State Route 58 that would

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	be impacted by traffic noise. Within the Preferred Alternative B project area, one school and two day care centers may be affected as a result of the project, as discussed below. ***Five Star Day Care Center*** Five Star Day Care Center is a day care center located west of State Route 99 and north of Bell Terrace, which is approximately 200 feet from the nearest future traffic lane for Alternative A and Preferred Alternative B. This day care center is identified as Receiver R99-40. This day care center will be demolished under Alternative C. The predicted exterior future traffic noise level at this receiver is 71 decibels. Assuming a 25-decibel noise reduction, the interior noise level would be 46 decibels at Receiver R99-40, which is below the interior noise abatement criteria of 52 decibels. ***Stockdale Christian School*** Stockdale Christian School is located 375 feet south of Alternative B west of State Route 99. This school is identified by Receiver RB-38. The predicted future exterior traffic noise level at the closest point of this school to the alignment is 58 decibels, which is below the noise abatement criteria of 67 decibels. The recommended sound wall at this area would reduce traffic noise to 57 decibels, which means the future interior noise level would be 31 decibels if building noise reduction of 32 decibels is assumed. ***Caring Corner Day Care Center*** Caring Corner Day Care Center, which is located east of State Route 99, south of State Route 58, is 300 feet from the right-of-way line. There is an existing 10-foot-high sound wall at this location that may be replaced a few feet closer to Wible Road due to the additional space requirements of the project. The future traffic noise level was not predicted at this location, but it was at the swimming pool area of the Ramada Inn next to this day care building. The swimming pool area, which is identified as Receiver R99-14 and is located 110 feet from the right-of-way line, would have a future exterior noise level of 73 decibels. The future noise level at the day care center would be at least 4 decibels less due to the distance attenuation; therefore, the anticipated exterior noise level would be 69 decibels. Assuming a noise reduction of 25 decibels, the future interior noise level would be 44 decibels, which is below the noise abatement criteria of 52 decibels. Based on the summary of the noise analysis provided above, interior noise levels at Five Star Day Care Center, Stockdale Christian School, and Caring Corner Day Care Center are not anticipated to exceed 52 decibels. To abate for exterior noise, the project will construct sound walls within the general area of Stockdale Christian School and Caring Corner Day Care.
F-1-10	Caltrans understands and acknowledges that there has been a growing recognition that minority and low-income populations are more vulnerable to pollution impacts and other factors deleterious to health and quality of life. While this was a major underpinning of Executive Order 12898 when issued in 1994, even stronger evidence has emerged since then owing to scholarly studies and scientific literature that have looked closer at the linkage between health and communities of color and other under-represented communities. In fact, the Caltrans Director issued a statewide Director's Policy (DP-#21) policy to ensure that minority and low-income populations are not discriminated against, treated unfairly, or made to suffer disproportionately from transportation decisions that benefit the whole. The environmental justice analysis included in the final environmental document (Section 3.1.4.3) has demonstrated that there is not a disproportionate adverse impact to minority or low-income populations associated with implementation of the Preferred Alternative. Census Tract 19.01 (Block Group 3) is not considered an environmental justice community. However, Census Tract 18.01 (Block Group 1), directly west of State Route 99 (shown in Figure 3-9c in Volume 2) is considered an environmental justice community. Neither of these Census tract block groups would be directly impacted by implementation of the Preferred Alternative B. The completion of Build Alternative C

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	would cut through both these Census Tracts. Neither of these Census tract block groups, which are not considered environmental justice communities, would be directly impacted by implementation of the Preferred Alternative B. Additional discussion has been included in the final environmental document in Section 3.1.4.1, Community Character and Cohesion, on the sense of enclosure that those residing within those homes located in a portion of Census Tract 28.12, west of South Real Road, may potentially experience. It should be noted, however, the sense of enclosure would actually apply to very few single family residences located west of Real Road, south of Stockdale Highway and north of the Preferred Alternative B alignment because of the presence of a new aerial freeway structure adjacent to the residences. The sense of enclosure would only apply to very few properties once the Preferred Alternative B is implemented due to the houses in the alignment footprint being acquired for the project while keeping the remaining Census Tract 28.12 whole. Surveys were completed in 2009 for the community within southwest Bakersfield, which includes Census Tract 28.12 and all of its Block Groups. Many respondents commented on the good freeway access (State Route 99 and State Route 58) offered by the neighborhood. At the same time, many respondents commented on noise from these highways as an existing problem and requested sound walls. Provision of noise walls to address existing sound from State Route 99 and State Route 58, addressing speeding traffic on local streets, improving street lighting, and sidewalks and street pavement conditions were listed many times as potential issues the Centennial Corridor Project could address. Multiple respondents commented that, in looking at the map, the project does not appear to affect their neighborhood. Many respondents expressed general support for the project and complained about congestion on State Route 58 (West) (Rosedale Highway). Sound walls, landscaping with trees, speed bumps, and stop signs as traffic-calming measures were listed as potential project features to help make the project more compatible with the neighborhood. Several respondents expressed interest in an elevated highway being built. As discussed in the environmental document in Section 3.1.7, Visual/Aesthetics, the Preferred Alternative B would have adverse effects on the visual character of the project area. Many residential properties would be relocated to build the new freeway, and the new freeway structures and sound walls would change the residential landscape and visual character of the bisected community. Though a lengthy segment of the new State Route 58 freeway will be depressed as it traverses the Westpark community, the presence of State Route 99 and existing State Route 58 requires that an elevated freeway and sound walls be built in those general areas located southeast of Westpark. Mitigation and minimization measures for softening the visual impacts of the new freeway include incorporating an overall design theme in keeping with the overall Westside Parkway design theme, including aesthetic concrete sound walls and bridge treatments with textural façades, and decorative lighting fixtures, to provide contrast and avoid a monolithic appearance. Furthermore, Caltrans, in an executed Memorandum of Agreement, as part of its National Historic Preservation Act Section 106 responsibilities, has agreed to incorporate hardscape and landscape features, including color and texture treatments that are compatible with the character of the Rancho Vista Historic District, which is located south of Stockdale Highway, in an executed Memorandum of Agreement. In addition, Caltrans will preserve as many mature trees as practical and has prepared a landscape plan that incorporates tree replacement at a 1:1 ratio (i.e., for every tree removed, a tree will be planted). In addition, as a compatibility feature and betterment, a $200,000 grant by the Centennial Corridor Project will be provided to a nonprofit organization(s) in Bakersfield to administer the voluntary tree planting program which will provide trees at no cost to willing homeowners located within 1,500 feet of the new freeway. Trees would be planted within private properties on a voluntary basis, with the highest priority of tree plantings to environmental justice communities within 1,000 feet of the Preferred Alternative B alignment, and secondly, properties within 500 feet of each side of the Alternative B alignment. If trees are available after the primary and secondary targeted areas, property owners within 1,500 feet of each side of the alignment would be given an opportunity for tree plantings. If trees are still available,

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	they may be planted at other locations in consultation with and approved by the city of Bakersfield. A positive impact would result from a new project feature consisting of construction of a sidewalk connection within the project right-of-way and a link of La Mirada Drive to the area of Westpark located near Joseph Drive, east of McDonald Way. This feature will be consistent with the overall city-wide plan for multiuse paths. This would allow a greater number of resident's potential means of nonmotorized modes of travel to access Centennial Park and have closer reach to other nearby community facilities, such as Harris Elementary School or Barnes and Noble Books/Starbucks. This eliminates what would have otherwise become a more circuitous pathway for residents of those houses located in the area of Joseph Drive and the surrounding neighborhood. The new sidewalk connection to be used by pedestrians and bicyclists will help correct an oversight that has existed since the early 1970s, which, intentional or not, allowed for the separation of community facilities based on the socioeconomic or demographic characteristics of its users, which we explore further below beginning with some background history and providing some demographic analysis. Most of the land that makes up today's Westpark was originally owned by the Kern County Land Company, but there are in some ways two Westpark neighborhoods. Whereas the houses on Joseph Drive and immediate streets south and east were built in the middle 1950s, those houses located on La Mirada Drive and streets north and west date their construction to the early to middle 1970s. The evolution of land use is visible by looking and comparing photographs available online through historicaerials.com. This lack of connectivity has deep historical roots. As part of its master-plan development for Westpark, the Stockdale Development Corporation, which owned the Kern County Land Company, saw the newer area it was developing with houses as more exclusive, beginning with its donation of 9 acres to the city of Bakersfield in 1969 for the creation of Centennial Park, which was highly touted in real estate ads as a community resource. The newer portion of the Westpark neighborhood was developed with more of a curvilinear street design approach, partially in reaction to the traditional postwar housing tract of the 1950s, which was being more widely criticized for its "sameness." The houses in the newer portion of Westpark were designed by a prominent local builder and designer of custom homes, John Deeter, whose name was featured as a selling point in local advertising. Not surprisingly perhaps, the older Westpark neighborhood (e.g., Joseph Drive), though shoulder-to-shoulder with and backing up to La Mirada Drive, was not connected with Centennial Park, and its street access orientation was more closely aligned with Stockdale Highway. This lack of connectivity had long-term implications for the community, which might be examined by some other means. Unfortunately, because of the way the U.S. Census Bureau collects and releases demographic and income data, we cannot get down to a street-by-street measurement of residency location of environmental justice populations because of the suppression of data and the need to protect the confidentiality of households; however, in that Census Tract 18.01 at La Mirada/Mira Loma Drive and Joseph Drive is broken down into two separate Block Groups, some comparative analysis is possible. Block Group 2, which includes Joseph Drive, had 12 percent higher Latino/Hispanic population as a total percentage compared to Block Group 3, which includes La Mirada Drive (44 versus 32 percent); Block Group 3 had a greater percentage of whites than Block Group 2 (50 versus 43 percent). In addition, while the U.S. Census Bureau does not provide income data at a Block Group level, we have other tools we can use as a proxy measuring stick. For example, our recent analysis found that the average house value for single-family residences located on Joseph Drive is perhaps 33 to 40 percent less than those houses on La Mirada Drive (Zillow.com data accessed in April 2015). Rents are also substantially less by several hundred dollars for houses located in the older section of Westpark compared to the newer section, as represented by these same two adjacent city streets. Even those houses with backyard swimming pools, as viewed in aerial

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	photographs, are in remarkable contrast between the two streets, which might offer still one more indication of the existing gap in the economic status between the two neighborhood areas. In summary, in improving connectivity for nonmotorized modes, the pedestrian and bike path at La Mirada Drive will help provide a linkage of the neighborhoods and provide greater opportunity for all segments of society to have access to Centennial Park.
F-1-11	The Uniform Relocation Act includes a relocation assistance program that provides for an advisory service and monetary benefit program for individuals and businesses being displaced as a result of a public project. At this stage it is expected that Alternative B would displace a total of 310 residential parcels and 121 industrial and commercial business parcels. Alternative B would relocate about 38 utility lines or facilities as well. The Final Relocation Impact Report (February 2015) identified that there may be about 500 to 600 available residential properties for rent or for sale in any particular month within the replacement area (a 15-mile radius from the State Route 58/State Route 99 interchange in the city of Bakersfield), and would supply adequate comparable housing replacements. As assessed in January 2015, 341 available commercial and/or industrial properties were identified for rent or purchase in the commercial sectors of Bakersfield and adjacent areas. It is evident that many replacement housing options for renters and buyers affected by the project are available in the immediate project area as well as the larger replacement area region. Please see the Final Relocation Impact Report prepared for this project for more information about relocation opportunities. All benefits and services will be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964. The advisory assistance program for individuals and businesses will assist in the relocation by discussing needs and preferences regarding the details of a move, explaining the rights and benefits available, and providing help in obtaining the monetary benefits for which individuals and businesses are eligible. Additionally, advisory assistance includes providing information on available replacement sites, including purchase and rental costs, and coordinating and educating landlords, property managers, and other real estate professionals to help secure replacement properties. The monetary benefits of the program for residential occupants include three types of payments available to eligible individuals being displaced from their primary place of residence: (1) a Replacement Housing Payment to assist with the cost of either purchasing or renting a replacement dwelling, (2) payment of closing or incidental costs associated with purchasing a replacement home, and (3) a moving payment to assist with the relocation of personal property. Research indicates that approximately 11.5 percent of Bakersfield's total households are considered extremely low income (defined as households with income below 30 percent of Area Median Income), and approximately 13 percent are very low income (defined as households with income between 31 percent and 50 percent Area Median Income). The 2010 U.S. Census showed that 20.6 percent were below the poverty line; a family of four is considered impoverished if its earnings are less than $22,050 annually. Therefore, it is likely that low-income displacees will be encountered in this project. Prior relocation experience with low-income individuals has revealed that individuals with low income typically require higher relocation payments of Last Resort (a mandatory allowance of the Uniform Relocation Act), and greater assistance in finding replacement housing because of their financial limitations. The city of Bakersfield, who is responsible for the right-of-way acquisition, will address this concern by developing a deep understanding of lower income relocation housing options, exploring thoughtful approaches to dealing with complicated credit issues, and performing due diligence to ensure the displacees' financial situation is well understood. The city of Bakersfield is considering various options for addressing issues with displacee's financial situations, including special loan programs, incentive

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	programs for landlords, and other financial assistance to allow all displacees to obtain housing in a timely manner and on a case-by-case basis. The U.S. Department of Housing and Urban Development conducted a comprehensive analysis of the Bakersfield-Delano housing market area in 2013. They found that the housing market was still somewhat soft but improving. The expanding housing supply is expected to offset some of the housing that will be removed from the local market as a result of the right-of-way acquisition needs of the Centennial Corridor Project, but the effects on the overall housing market are not substantially different than was reported in 2011. The draft environmental document reported the total housing stock available for replacement was about 547 units, which includes single- and multi-family units. An updated review of the housing stock was completed in January 2015, and it was included in the Final Relocation Impact Report and the final environmental document. Based on the review, approximately 496 units were available for potential replacement housing. The 9 percent reduction within 4 years shows housing resources have remained relatively stable. Based on the project's needs of 310 residential displacements, the current housing stock and options that the city of Bakersfield is considering for low-income and other special circumstances (e.g., elderly, minorities) will be adequate in addressing relocation needs of displacees. As described in Chapter 5, Comments and Coordination, of the final environmental document, Caltrans staff has attended meetings; conducted surveys; provided handouts and mailers; given presentations; and received input at local neighborhood meetings, city of Bakersfield/County of Kern-sponsored meetings, and numerous public meetings to update interested parties and the public on the project as it evolved over time. Outreach efforts to update interested parties and the public on the project also included organizations, such as local communities and planning groups, homeowners associations, Chambers of Commerce, City Council meetings, and local politician-sponsored meetings. These efforts began as early as 2001 and became more intensive in 2004. Efforts will continue to be made by Caltrans to ensure meaningful opportunities for public participation during the entire project planning and delivery process. These may include, but are not limited to, additional community meetings, informational mailings, a project Web site, and news releases to local media. The community outreach and public involvement programs for the project will continue to actively seek and effectively engage the affected communities. The final environmental document has been updated to reflect a public hearing held in 2014. Note that the city of Bakersfield, through the Thomas Roads Improvement Program office, has been proactive in its outreach for the right-of-way program. Two community meetings with a right-of-way focus have been conducted – one on December 6, 2012, and one on June 11, 2014 – to keep the affected property owners informed about the relocation claims process and benefits, as well as to provide the opportunity for the displacees to express their concerns about relocation issues. In addition, the city of Bakersfield, through the Thomas Roads Improvement Program office, has hired a right-of-way consultant, Overland, Pacific, and Cutler, to implement and manage the Centennial Corridor Project's right-of-way program. As recommended, additional measures beyond those originally outlined in Measure C-2 are being implemented and include an early acquisition program. This program will allow the affected property owners to engage in the right-of-way process early to mitigate hardship and environmental concerns, as well as to resolve the challenge relocate more than 300 businesses/residences required for the project in a short period of time. Following acquisition of required right-of-way, there is a possibility that acquired properties may sit vacant until construction activities begin. As a result, vacant properties may be undesirable for adjacent property owners whose property was not acquired for the Centennial Corridor Project. However, demolition of vacant structures on acquired right-of-way would be the first order of work once project construction begins; therefore, vacant structures subject to demolition would be demolished prior to other scheduled construction activities such as grading and paving. If a home or

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	building has been acquired for the project, Caltrans and the city of Bakersfield have developed a strategy to minimize vacant properties. To enhance safety and to minimize graffiti, and vagrancy problems associated with vacant buildings, Caltrans and the city of Bakersfield would reduce the amount of vacancy by implementing the following options for acquired properties: (1) rent the homes and businesses on a month-to-month basis to keep them occupied as long as possible in advance of demolition; or (2) demolish each building as soon as feasible after acquisition. This latter option would result in vacant lots interspersed in business areas and neighborhoods. With either option, proper management of acquired property is a key consideration. Caltrans has committed to mitigation providing all relevant materials related to relocation services to displacees in a nontechnical manner in Spanish and English. One or more of the relocation specialists assigned to the Centennial Corridor Project will be fluent in Spanish. Another mitigation measure agreed upon is to work with the Kern County Department of Human Services to develop and widely distribute a booklet that will include information in such areas as employment opportunities and workforce development; legal services; financial and tax consequences of relocation; possible homeowner credit-repair counseling; first-time buyer counseling; and other services for special needs populations, including disabled, low income, and senior citizens. The city of Bakersfield conducted a walkability analysis through Walk Score to address nonmotorized circulation through Westpark. Walk Score is a private company that provides community walkability information for any given address in its neighborhood through a database that is accessible on their Web site and some mobile applications. For each property address, a Walk Score is given (from 1 to 100; the higher the number the more "walkable" it is) based on the number of typical consumer destinations and amenities (e.g., grocery stores, restaurants, banks, dry cleaners, medical services, parks, schools) available within a 0.25-mile walking distance and the ease to which they are reached. The core philosophy for users of Walk Score is that "walkable neighborhoods with access to public transit, better commutes, and proximity to the people and places you love are the key to a happier, healthier, and more sustainable lifestyle." While the city of Bakersfield has an average Walk Score of 34 (out of 100), Westpark properties have Walk Scores as high as 69. The community is served by a wide variety of restaurants, coffee shops, medical service facilities, and public transit along California Avenue and Stockdale Highway. The only homes in the community with Walk Scores lower than the city average are located farthest from major arterials on N. Stine Road, Joseph Drive, and La Mirada Drive. With the proposed multipurpose trail and overcrossings at Marella Way and La Mirada Drive, the State Route 58 freeway segment is not expected to adversely impact walking distances or Walk Scores for any properties in the neighborhood. The Centennial Corridor Project includes many mitigation measures designed to address project-related community concerns. Specifically, these include replacement tree landscaping to provide visual screening and to blend with adjacent landscaping; use of retaining walls in applicable locations to reduce grading requirements; and incorporation of textural façades on retaining walls and sound walls to provide contrast and character and to help avoid a monolithic appearance. New architectural features will reflect context-sensitive solution principles, including structures, retaining walls, sound walls, lighting fixtures, and other freeway appurtenances, that are congruent with the neighborhoods that they are passing through. Preserving the essential character of the affected communities is vital to minimizing the impacts that a new highway would create. This will be accomplished by promoting the planting of trees and vegetation alongside the highway and sound walls to help screen and soften the overall presence of the infrastructure. Maintaining bicycle and pedestrian access within the Westpark community is an important aspect of community cohesiveness. The project will be designed to retain existing pedestrian and bicycle travel ways to the extent feasible. The existing Class II bike lanes on Stockdale Highway and California Street will not be impacted by the project. Caltrans will also minimize operational and construction impacts to existing and

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	planned bike routes and trails potentially affected by the project construction, to the extent feasible. The city of Bakersfield currently has a Master Bikeway Plan as part of its Metropolitan Bakersfield General Plan. The Bikeway Plan provides an overall goal to ensure connectivity between bike lanes and trails through the city. One of the goals of the Bikeway Plan is the ability of all communities in Bakersfield to easily access the Kern River Parkway Trail. Pedestrian and bicycle access across the freeway would be maintained at several key spots (i.e., California Street, Stockdale Highway, La Mirada Drive, Ford Street, and Marella Way) to help circulation from neighborhood sections that would otherwise be cut off. Bicycle-friendly design elements would be incorporated into the final design, whenever feasible; these elements would include marked outside shoulders, bicycle-friendly drainage system planning, and bike lanes at signalized intersections. Directional signs indicating how to access the Kern River Bicycle Trail will be placed in key locations are identified as part of the Bikeway Plan. Other bicycle and pedestrian access and connectivity points are not precluded and would continue to be evaluated during final design. Within the project, a bicycle/pedestrian trail will be placed parallel to the project across the Carrier Canal to connect California Avenue to Commerce Drive to maintain connectivity for the bike trail/lane network within the city. Please note that the option of removing the La Mirada Drive overcrossing from the Preferred Alternative B was also considered; however, after circulation of the draft environmental document, Caltrans decided to construct all of the proposed crossings, including maintaining the existing La Mirada Drive overcrossing to preserve connectivity. Accordingly, proposed overcrossings at La Mirada Drive and Marella Way, as well as the proposed undercrossing at Ford Avenue, would provide three local street connections between California Avenue and Stockdale Highway. The city and Caltrans have committed to a dedicated new pedestrian sidewalk for the benefit of residents in homes located on the south side of La Mirada Drive on the west and south of Joseph Drive on the east to better connect newly divided areas and shorten the route for pedestrians to access popular community facilities located on either side of the freeway, including Centennial Park, Harris Elementary School, and other neighborhood destinations. This proposed feature would upgrade bicyclist and pedestrian access via La Mirada Drive. In addition, the city currently has a Capital Improvement Program project to improve operations at the signalized intersection of Truxtun Avenue and Commercial Way. This project includes the installation of a north/south pedestrian crosswalk across Truxtun Avenue, which will encourage nonmotorized circulation south of Stockdale Highway and north of California Avenue. Caltrans staff has been coordinating with the California High-Speed Rail Authority since January 2009. Current coordination efforts include assessing relocation impacts related to the proposed high-speed rail alignment in Bakersfield. This coordination will continue as both projects evolve.
F-1-12	In identifying noise impacts, primary consideration is given to exterior areas of frequent human use. In situations where there are no exterior activity areas, or where the exterior activities occur far from the roadway are physically shielded in a manner that prevents an impact or exterior activities, the interior criterion is used as the basis for determining noise impacts. Evaluation location for the interior impacts (Category D) consists of auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios. Land uses that meet these standards along the Centennial Corridor Project are: Bakersfield fire station, Stockdale Christian School, Central Bakersfield Community Center/Clinica Sierra Vista, and Montessori Children's Center. Average noise reduction for open windows is 5 decibels, partially opened windows is 10 decibels and for closed windows is between 20 to 25 decibels. These findings were discussed in a research paper published by Napier University entitled "Open/Closed Window Research: Sound Insulation through Ventilated Domestic Windows." For

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	buildings with air conditioning units and interior circulation a noise reduction of 20 to 25 decibels is assumed. Therefore, exterior noise levels of 75 decibels would be reduced to an interior noise level of 50 to 55 decibels. Additionally, as stated previously, when the predicted peak-hour traffic noise is 75 decibels at a location, the daily exposure would be much less than 75 decibels because traffic noise subsides drastically during late night or early morning hours. As a result there is no possibility for hearing loss because people would not be continually exposed to such noise levels throughout the entire day. The Caltrans Technical Noise Supplement discusses the rate at which hearing damage is caused. The maximum allowable noise exposure over an 8 hours period is a level of 90 decibels. For each halving of the exposure time, the maximum noise level is allowed to increase 5 dBA. Therefore, the maximum allowable noise exposure (100%) is 90 decibels for 8 hours, 95 decibels for 4 hours, 100 decibels for 2 hours, 105 decibels for 1 hour, 110 decibels for 30 minutes, and 115 decibels for 15 minutes. Preparation of the *Noise Study Report* (March2014) for the Centennial Corridor Project follows the *Traffic Noise Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects* (May 2011), which was prepared by the Federal Highway Administration and Caltrans to comply with Title 23, Part 772 of the *Code of Federal Regulations*, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." This guidance for highway traffic noise outlines the procedures for noise studies that are required for approvals that are required by the Federal Highway Administration and/or Federal –aid highway projects. The *Noise Study Report* (January 2013) for the Centennial Corridor Project was conducted in accordance with the Federal Highway Administration and Caltrans regulations and guidelines. In accordance with Federal Highway Administration requirements, achieving at least a 5-decibel noise reduction is considered providing the required abatement measure for the impacted outdoor frequent use areas. Because the Centennial Corridor Project requires approval from the Federal Highway Administration, the Noise Study Report was prepared in accordance with *Traffic Noise Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects* (May 2011). Based on the guidelines prepared by Federal Highway Administration and Caltrans, traffic noise impacts are determined using the peak noise hour of a day and not daily noise levels as it is done by U.S. Environmental Protection Agency or Federal Interagency Committee on Urban Noise. Therefore, when the predicted peak-hour traffic noise is 75 decibels at a location, the daily exposure would be much less than 75 decibels because traffic noise subsides drastically during late night or early morning hours. As a result there is no possibility for hearing loss because people would not be continually exposed to 8 hours of such noise levels. Traffic noise impacts and possible abatement measures are described to the extent that is required by the Federal Highway Administration and Caltrans requirements. As mentioned previously, the Centennial Corridor Project's noise study must adhere to *Traffic Noise Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects* (May 2011) because the project requires Federal Highway Administration approval. Estimating the number of people that would be exposed to certain interior or exterior traffic noise levels is not required in accordance with the Federal Highway Administration and Caltrans regulations. However, the following are specific descriptions of the receiver points that were identified by U.S. Environmental Protection Agency's comment as examples of high noise levels: • RB-16 – Future traffic noise level in the area represented by this receiver would be reduced by 4 decibels to 64 decibels as a result of constructing Sound wall S518. Further reduction cannot be achieved due to the opening in the sound wall for the Marella Way crossing. • RB-46 and RB-49 – Future traffic noise level in the area represented by these receivers would be reduced by Sound wall S529. It was determined that this sound wall would be feasible but not reasonable; however, Caltrans decided to recommend constructing the sound wall as a gap closure measure. This is

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	explained in the Noise Study Report and in the final environmental document. As a result of including Sound wall S529, a 5-decibel traffic noise reduction would be achieved at two houses represented by RB-49. This area would be considered fully abated according to the Federal Highway Administration regulations. A noise reduction of 1 decibel would be achieved at RB-46 (representing the nearest park location to the project alignment), and further reduction cannot be achieved due to the opening in the sound wall for the Marella Way crossing. • RB-65 and RB-69 – Full noise abatement cannot be provided for areas represented by these two receivers because they are exposed to traffic noise from Stockdale Highway in addition to the traffic noise from the elevated freeway for the Preferred Alternative B alignment. However, RB-65 and RB-69 would experience a 3-decibel and a 4-decibel noise reduction, respectively, from the proposed sound wall at the edge of structure as it is shown in the *Noise Study Report*. Further noise reduction at areas represented by these two receivers is not possible due to the noise from traffic on Stockdale Highway. • R99-12 and R99-13 – Feasible noise abatement of 5 decibels is possible at areas represented by Receivers R99-12 and R99-13 by installing Sound wall S656. However, it was not possible to meet Caltrans' Design Goal of at least a 7-decibel noise reduction at one impacted location due to traffic noise on Wible Road; therefore, a sound wall was not recommended for this area. These areas are presently exposed to the peak hourly noise levels of 68 to 69 decibels, and future traffic noise would reach 74 decibels. Assuming noise reduction of 25 decibels, the interior noise levels in the motel and two single-family houses would be 49 decibels, which is below the interior noise abatement criteria of 52 decibels. • R99-25 – Receiver R99-25 represents an outdoor use area that would experience a noise reduction of 6 decibels with the construction of Sound wall S661. Construction of this sound wall would fully abate the future traffic noise impacts in accordance with the Federal Highway Administration and Caltrans requirements. However, it was determined that this sound wall was not reasonable (cost effective); therefore, it was not recommended for construction. • R99-43C – Receiver R99-43C represents an outdoor use area that would experience a noise reduction of 7 decibels with the construction of Sound wall S669. Construction of this sound wall would fully abate the future traffic noise impacts in accordance with the Federal Highway Administration and Caltrans requirements. However, it was determined that this sound wall was not reasonable (cost effective); therefore, it was not recommended.

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F-1-13	The characterization of the No-Build alternative as being inconsistent with long-term Air Quality Plans (Regional Transportation Plans) can be substantiated with the decades long planning efforts between the city of Bakersfield, Caltrans, Federal Highway Administration, and the public. These iterative efforts began in the early 70s and included visioning in comprehensive planning, alternatives analysis in Major Investment Studies/Tier 1 Environmental Impact Statements, to detailed environmental analysis in this final environment document. The following planning studies have been completed for the Bakersfield area to address land use, transportation needs, and alternatives analyses: • 1990 Transportation Plan and Program, 1973 • Rosedale General Plan, 1980 • Analysis of the Westside Highway/State Highway 99 Interchange, 1982 • Preliminary Route Adoption Analysis for Route 58 from Interstate 5 to Route 99, 1985 • Route 178 Corridor Study • Final Environmental Impact Report for the Proposed General Plan Amendment to the Circulation Elements of the Kern County and Rosedale General Plans (Westside Thoroughfare), 1986 • Westside Corridor Study, 1988 • Metropolitan Bakersfield 2010 General Plan, 1990 • Metropolitan Bakersfield Major Transportation Investment Strategy, 1997 • Metropolitan Bakersfield Transportation Systems Study, 2001 • Tier 1 Route Adoption Project EIR/EIS, 2002 • Metropolitan Bakersfield General Plan (Updated), 2002 • Westside Parkway Environmental Assessment/Environmental Impact Report, 2006 In each phase of planning during the last 50 years, impacts to air quality was considered and evaluated with each alternative, with extensive modeling efforts and public input. Air quality can worsen with idling vehicles in congestion and increases in vehicle miles traveled. As a result of subsequent passing of regulations to improve air quality, which will be described further in this response, transportation plans and projects must meet Air Quality Conformity before implementation. The No-Build alternative may have some improvement in local circulation, but will result in continued congestion with increased traffic volumes as described in Section 3.16 (Traffic and Transportation) and may result in increased vehicle miles traveled with out-of-direction travel. In addition, implementation of the No-Build alternative, without congestion relief, may not meet transportation conformity and result in additional air quality mitigation or betterments to reduce idling vehicle emissions within the San Joaquin Valley Air Pollution Control District. As background, California's transportation planning process by its nature is designed to be responsive to the public's current needs and future concerns about their communities, including air quality impacts. Projects advance from the early formative visioning stages as part of the long-range transportation planning process encapsulated in a Regional Transportation Plan, which have a minimum of a 20-year time horizon. The planning regulations and processes demonstrate connections between land use, transportation, and air quality as established in Federal regulations and California statutes, which themselves are interrelated. The applicable regulations and statues are listed and summarized below: 23 United States Code 134-135, 49 United States Code 5303-5304, and through implementing regulations at 23 Code of Federal Regulations, Part 450, which created the Statewide and Nonmetropolitan Transportation Planning and the Transportation Planning program. A Metropolitan Planning Organization (MPO), such as Kern Council of Governments, establishes the investment priorities for a 20-year horizon of its Federal transportation funds for its region with a financially constrained project list, while addressing transportation from a regional perspective.

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	• Safe, Accountable, Flexible, Efficient Transportation Equity Act (2005): A Legacy for Users provides the framework for Federal regulations on statewide and metropolitan transportation planning, and the linking of planning and National Environmental Policy Act processes. • Moving Ahead for Progress in the 21st Century Act reaffirms SAFETEA-LU elements including, Planning and Environment Linkages underscores the nexus between systems-level long-range planning and project-level decision making in which the data, analyses, plans, studies, decisions, and commitments from earlier in the planning cycle horizon serve as a foundation for later transportation decisions and considerations, which are then carried into subsequent stages of project development and delivery. • California's General Planning Law (52 Cal 3d 531, 533 1990) is the "Constitution of General Planning" and requires cities and counties to regulate land use through means of a general plan containing "a circulation (i.e., transportation) element which is correlated with the land use element." These local plans, which undergo review as any other projects under the California Environmental Quality Act, are designed to identify and provide long-range protection for sensitive environmental resources, and focus development in a planned and orderly manner. • Senate Bill 375 (Chapter 728, Statutes of 2008), requires Metropolitan Planning Organizations to develop a Sustainable Communities Strategy as part of their long-range Regional Transportation Plan. Kern Council of Governments developed its first Sustainable Communities Strategy in March 2014. The Sustainable Communities Strategy presents land use, housing, and transportation strategies that are expected to support the region in meeting its Green Gas Emission reduction targets as established by the California Air Resources Board. The Metropolitan Planning Organization must submit its strategy with the California Air Resources Board in advance and must submit to the same agency its technical methodology for estimating the effects of its strategy on target reductions. Transportation planning data developed for long-range plans is a primary source of information used to assist in establishing the purpose and need of a project. Transportation data are drawn from corridor plans, regional models, and other sources that help identify corridors and facilities where transportation improvements will be needed in the long-range future. This information is summarized in the Regional Transportation Plans, Transportation Improvement Programs, and State Transportation Improvement Program. The goal is to complete certain activities while there is still maximum flexibility in the planning process, to make the entire life cycle of a transportation project more sensitive to the preservation and protection of significant environmental resources, and take into account other factors. While understanding some of the limitations, the planning regulations described above recognizes the importance of going beyond the preparation of National Environmental Policy Act documents for major transportation infrastructure projects as a starting point. There is a clear linkage between the decisions made in planning, as described above, and those to be made in the National Environmental Policy Act phase. The purpose and need sets the stage for the eventual consideration of the development of a reasonable range of alternatives to be studied. The purpose of the Centennial Corridor project is to ensure route continuity and relieve congestion between Route 58 and Interstate 5 within the city of Bakersfield. The need for this project originated from the projected and realized growth of this region, the delays that are being experienced on local roads and the absence of a major transportation corridor between these two regional highways. The No-Build option would not meet the need and purpose of this project, even with options such as multi-modal features and shared ride programs. Stakeholders, including residents and public officials from the regional agencies, such as the San Joaquin Valley Air Pollution Control District, have had numerous opportunities over the years to provide input on the various transportation plans, which have been discussed and debated in an open and transparent process through local,

Comment Code	Response
	regional and state government agency-sponsored public meetings, open houses, and formal public hearings. Public and agency input continue into the project development phase with environmental reviews on specific transportation projects. In addition, Regional Transportation Plans are subject to review under the California Environmental Quality Act, and the Kern Council of Governments has prepared Environmental Impact Reports for the periodic RTPs (and addendums), with input solicited from the public. As summarized in Section 3.2.6, the air quality analysis conducted for the Centennial Corridor Project indicated that the build alternatives resulted in lower regional emissions in the 20-year horizon compared to the No Build Alternative. Although vehicle miles traveled increased in the 20-year traffic volumes for the Preferred Alternative B, congestion relief and increased vehicle speeds resulted in lower emissions compared to the No Build Alternative. In addition, the Preferred Alternative B received an Air Quality Conformity Determination from the Federal Highway Administration in August 2014, indicating that the "project will not create any new violations of the standards nor increase the severity or number of existing violations," and that the project "conforms to the State Implementation Plan." Caltrans with the Project Development Team believes the selection of a No Build Alternative (i.e., by not providing the transportation infrastructure that the local and regional governmental planning process has long envisioned and prepared for) does not facilitate or support a smart mobility framework and provide for the growth for which the region and local government have strategically planned; instead there may be increased leapfrog development, urban sprawl and other unintended planning consequences. Considering the planning efforts completed to date, public/agency input, and project level air quality study analysis, the No-Build alternative will not meet local government goals and policies, including long-term air quality goals.
F-1-14	Per U.S. Environmental Protection Agency's comment and recommendations, Caltrans has incorporated the following changes to the final environmental document: • The reports have been revised to indicate that only total emissions of particulate matter (PM_{10} and $PM_{2.5}$) were estimated in the reports. See Table 3.28 of the final environmental document. • Caltrans has evaluated all possible contributions to 1-hour ozone National Ambient Air Quality Standards violations or delayed attainment for that standard (Federal 1-hour ozone). See Attainment Status subsection under Affected Environment section of Section 3.2.6 of the final environmental document. • The conclusion that a modeling protocol was approved has been removed. See Project-Level Conformity subsection under Environmental Consequences section of Section 3.2.6 of the final environmental document. • References to modeling concentrations for different project alternatives have been removed. See Project-Level Conformity subsection under Environmental Consequences section of Section 3.2.6 of the final environmental document. • The conclusions regarding the changes in ozone standards and applicability of different deadlines for plans and attainment have been revised. See Attainment Status subsection under Section 3.2.6, Affected Environment, of the final environmental document. • Caltrans has addressed the need for more recent and complete data on air quality trends. See Table 3.24 of the final environmental document. • Caltrans will not use EMFAC2011 because the carbon monoxide hot spot analysis will not be revised.

Comment Code	Response
F-1-15	Caltrans has updated the final environmental document to include re-entrained road dust emissions using the 2011 version of U.S. Environmental Protection Agency's AP-42 document. See Table 3.29 from the final environmental document.

Table 3.29 PM_{10} Re-entrained Road Dust by Project Alternatives (Year 2038)

Alternative	Total VMT	Re-entrained Dust (lb/day)
No-Build	3,986,596	0.57
Alternative A	3,557,527	0.51
Alternative B (Preferred Alternative)	4,154,021	0.59
Alternative C	3,866,240	0.55
Source: Air Quality Study Report, 2014.		

Caltrans has updated Tables 3.28 and Table 3.29, shown above and below, from Section 3.2.6 in the final environmental document to include estimates of total vehicle miles traveled for each alternative used to estimate the emissions in the Air Quality Study Report.

Table 3.28 Future Particulate Matter (PM_{10} and $PM_{2.5}$) Emission Reductions by Project Alternatives

Alternative	Total VMT (2038)	Existing (Lb/day)	Year 2018 (Lb/day)	Year 2018 % Emission Reduction when compared to No Build	Year 2038 (Lb/day)	Year 2038 % Emission Reduction when compared to No Build
Particulate Matter (PM_{10})						
No-Build	3,986,596	782.4	409.1		534.5	
Alternative A	3,557,527	--	Not calculated		467.1	-12.6%
Alternative B (Preferred Alternative)	4,154,021	--	407.6	-0.37%	534.3	-0.04%
Alternative C	3,866,240	--	Not calculated		503.0	-5.9%
Fine Particulate Matter ($PM_{2.5}$)						
No-Build		480.3	196.3		250.4	
Alternative A		--	Not calculated		217.4	-13.2%
Alternative B (Preferred Alternative)		--	195.5	-0.41%	246.1	-1.7%
Alternative C		--	Not calculated		233.7	-6.7%
Source: Air Quality Study Report, 2014.						

Comment Code	Response
F-1-16	As previously stated, the project as a whole will improve particulate matter emissions within the project limits; however, residents located along the new alignment portion of State Route 58 will experience an increase in traffic within the vicinity of their neighborhood. Construction of the Preferred Alternative B alignment would shift traffic towards the new alignment and would result in a decrease in particulate matter along local arterials within this same segment area. There are also local minor roads that will experience a decrease in particulate matter emissions due to traffic shifting to the new freeway alignment. Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to provide improvements to local air quality within the project area. This agreement is anticipated to offset any localized particulate matter impacts due to project emissions. Please refer to Appendix L for the complete Voluntary Emission Reduction Agreement (see also Responses F-1-6, F-1-14, and F-1-15 above that discuss construction and operation improvements). The San Joaquin Valley Air Pollution Control District believes that the $1.5 million air quality funds available for the Voluntary Emission Reduction Agreement would be used to execute "…Emission Reduction Projects through the District's Incentive Programs to achieve a betterment of air quality in the vicinity of the project" and will "…provide betterment of air quality in the area, by offsetting construction and operation emissions occurring in the vicinity of the new highway segment and existing highway segments that will be adding capacity." The evaluation years for conformity were reviewed by the San Joaquin Valley Interagency Consultation Group, comprised of, in addition to the Air District, representatives from each of the eight Valley Metropolitan Planning Organizations, Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, California Air Resources Board, and Caltrans (Headquarters, District 6, and District 10), with a conformity determination issued by Federal Highway Administration. Evaluation years are adequate and have followed the current San Joaquin Valley Interagency Consultation Group protocol. The fine particulate matter ($PM_{2.5}$) impacts were shown to be the greatest at future year 2038 due to substantial growth in vehicle miles traveled and brake and tire wear.

Comment F-2

F-2

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER:
(ER 14/0295)

Filed Electronically

8 July 2014

Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200, Fresno, CA 93721

Subject: Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the Centennial Corridor Project, Kern County, CA

Dear Ms. Taylor,

Thank you for the opportunity to comment on the Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the Centennial Corridor Project, Kern County, CA.

We have the following comments to offer regarding this project:

The Bureau of Reclamation is looking at this DEIS/DEIR as it pertains to potential impacts to BOR facilities and/or ROW. Within this project area, any activity that impinges on Reclamation's facilities or ROW requires coordination, consultation, and approval from Reclamation's South-Central California Area Office prior to the action taking place. F-2-1

For further information, please contact David E. Hyatt Resource Management Division Chief (Acting) at 559-487-5139, DHyatt@usbr.gov, or at telephone 800-735-2929 for the hearing impaired.

Sincerely,

Patricia Sanderson Port

Patricia Sanderson Port
Regional Environmental Officer

1

F-2

cc:
OEPC Staff Contact: Dave Sire, (202) 208-6661; David_Sire@ios.doi.gov
USBR Contact: Theresa Taylor, ttaylor@usbr.gov
USBR Contact: David E. Hyatt, DHyatt@usbr.gov

2

Response to Comment F-2

Comment Code	Response
F-2-1	As currently designed, the Preferred Alternative B alignment will not affect Bureau of Reclamation property. Caltrans will contact the Bureau of Reclamation if construction activities could potentially impact Bureau of Reclamation facilities and/or right-of-way. It is acknowledged that any action that may potentially impact Bureau of Reclamation facilities would require coordination, consultation, and approval from the Bureau of Reclamation's South-Central California Area Office.

Comment F-3

F-3

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

August 7, 2014

Regulatory Division SPK-2008-01813

State of California
Department of Transportation, District 6
Attn: Ms. Jennifer H. Taylor
855 M Street, Suite 200
Fresno, California 93721-2716

Dear Ms. Taylor:

We are responding to your May 7, 2014, request for comments on the *Draft Environmental Impacts Report/Environmental Impact Statement (EIR/EIS)(CEQ#20140140)* for the Centennial Corridor Project (KER – 58 – PM T31.7 to PM R55.6, KER – 99 – PM 21.2 to PM 26.2), dated May 2014.

Our jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act (CWA) for the discharge of dredged or fill material into waters of the United States (WoUS). WoUS include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps.

Based on our regulations and policies, the Corps places high degrees of importance on the functional losses either directly or indirectly caused by the discharge of dredged or fill material into waters of the U.S., including wetlands. Therefore, to the extent practicable, the EIS should quantitatively and/or qualitatively address the anticipated **direct and indirect** effects to aquatic ecosystems in terms of sedimentation (e.g., sediment transport, accretion, aggradation, degradation, erosion, hydrologic regime, water quality, floodplain encroachment, and habitat integrity). As a matter of efficacy, the EIS should include a summary of the major impacts to water resources with accompanying aerial or topographic maps of sufficient scale that geo-spatially illustrate the potential **direct and indirect** effects associated with the discharge of dredged or fill material into waters of the U.S. F-3-1

Table S.1, Summary of Major Potential Impacts from Alternatives, identifies the amount of permanent and temporary impacts to "jurisdictional" WoUS; however, the jurisdictional status of these aquatic features has not been verified by this office. To date, our records indicate that Caltrans has not requested a jurisdictional determination for the study area; therefore, the location and quantity of WoUS within the study area is unknown. To ascertain the extent of WoUS within the study area, Caltrans should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetlands Delineations" and "Final Map and Drawing Standards for the South Pacific Division Regulatory Program", and submit it to this office for verification. F-3-2

F-3

Caltrans has preliminarily identified Alternative B as the preferred alternative; however, we cannot concur with this determination. It would be pre-decisional to assume that Alternative B would likely yield the Least Environmentally Damaging Practicable Alternative (LEDPA) until we have verified the extent of WoUS within the study area and have evaluated the alternatives for compliance with the U.S. Environmental Protection Agency's CWA § 404(b)(1) Guidelines (40 C.F.R. Part 230). F-3-3

Lastly, we strongly encourage Caltrans to make the most of timely mitigation planning opportunities by leveraging the resources of local, State, Federal, and non-profit entities to help with watershed wide identification of areas suitable for wetlands enhancement, restoration, creation and/or preservation in-perpetuity. To that end, the EIS should propose a meaningful suite of mitigation strategies that would avoid and minimize impacts and/or compensate for any unavoidable adverse impacts to aquatic resources. A draft mitigation plan and location of mitigation should be disclosed in the Final EIS and be submitted as part of the permit application. A final mitigation plan, approved by the Corps, is required if an Individual Permit is required for the proposed project. Any proposed mitigation should be in compliance with 33 C.F.R. Part 332 and 40 C.F.R. Part 230. F-3-4

We appreciate your coordination efforts and the opportunity to submit comments. Please refer to identification number SPK-2008-01813 in any correspondence concerning this project. If you have any questions, please contact me at our California North Branch Office, Regulatory Division, U.S. Army Corps of Engineers, 1325 J Street, Room 1350, Sacramento, California 95814-2922, by email at *Leah.M.Fisher@usace.army.mil*, or telephone at 916-557-6639. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx*.

Sincerely,

Leah M. Fisher
Sr. Project Manager, CA North Branch
Regulatory Division

cc:

Zac Appleton, U.S. Environmental Protection Agency, Region 9, Appleton.Zac@epa.gov
Paul Amato, U.S. Environmental Protection Agency, Region 9, Amato.Paul@epa.gov
Thomas Leeman, U.S. Fish and Wildlife Service, Thomas.Leeman@fws.gov
Matt Scroggins, CA Regional Water Quality Control Board, mscroggins@waterboards.ca.gov
Robert Pavlik, State of California, Department of Transportation, bob.pavlik@dot.ca.gov
CA Department of Fish and Wildlife, Central Region, reg4sec@wildlife.ca.gov

Response to Comment F-3

Comment Code	Response
F-3-1	Direct and indirect effects to aquatic ecosystems caused by the Centennial Corridor Project are discussed both quantitatively and qualitatively in Section 3.2.1, Hydrology and Floodplain; Section 3.2.2, Water Quality and Stormwater Runoff; and Section 3.3.1, Natural Communities. Based on preliminary design, adverse effects to aquatic resources are not anticipated; for this reason, aerial or topographic maps to geo-spatially illustrate potential impacts were not prepared as part of the environmental document.
F-3-2	The impacts provided in this final environmental document are based on estimates of the jurisdictional boundaries using the most up-to-date regulations, written policies, and guidance from the regulatory agencies. It is acknowledged that only the regulatory agencies can make a final determination on jurisdictional boundaries. Prior to public review of the draft environmental document, verification of jurisdictional waters and review of the Jurisdictional Delineation Report prepared for the Centennial Corridor Project were not provided to the U.S. Army Corps of Engineers. The *Jurisdictional Delineation Report* (March 2013) for the Centennial Corridor Project was completed prior to construction of the Westside Parkway and did not take into account the modifications/realignment of the canals that occurred as part of construction of the Westside Parkway. Subsequent field verification was conducted on August 2014 to ensure jurisdictional waters are accurately identified in this final environmental document. Section 3.3.2 has been updated to reflect jurisdictional waters within the area, and Figures 3-52 through 3-53 in Volume 2 have been revised to incorporate the latest jurisdictional delineation information. Based on the latest field review of Waters of the U.S. within the project area, it was determined that jurisdictional waters previously identified in the draft environmental document have been reduced due to construction of the Westside Parkway. As such, pursuant to Regulatory Guidance Letter 08-02, the latest Jurisdictional Delineation Report and request for a Jurisdictional Determination were submitted to U.S. Army Corps of Engineers on February 2015. If required, Caltrans and U.S. Army Corps of Engineers staff will conduct a field verification of jurisdictional waters within the project area. A concurrence letter from U.S. Army Corps of Engineers is anticipated to confirm the presence of Waters of the U.S. as presented in the revised Section 3.3.2 of this final environmental document. On March 24, 2015, a preliminary jurisdictional determination was received from the U.S. Army Corps of Engineers for the Centennial Corridor Project site. The U.S. Army Corps of Engineers concurred with the amount and location of wetlands and other water bodies for the Centennial Corridor Project. The Preliminary Jurisdictional Delineation Report is provided in Appendix M.
F-3-3	The draft environmental document identified permanent impacts of 1.01 acres. It is acknowledged that impacts to Waters of the U.S. greater than 0.5 acre require an Individual Permit and the preparation of a compulsory Least Environmentally Damaging Practicable Alternative; however, project design refinements and updated jurisdictional delineation resulted in significant reduction in impacts to Waters of the U.S. The Project Development Team further analyzed the preliminary design presented in the draft environmental document to determine if impacts to jurisdictional waters could be reduced. After the end of public review of the draft environmental document, minor design modifications to bridge structures spanning across the Kern River and project features near non-wetland areas resulted in reduced permanent and temporary impacts to jurisdictional waters. Based on the latest preliminary design, permanent impacts to construct the Preferred Alternative B would result in 0.009 acre of permanent impact to Waters of the U.S. within the project area. Temporary impacts are estimated to be 4.423 acres.

Comment Code	Response
	Based on the jurisdictional delineation update and the design refinements, permanent impacts to Waters of the U.S. as a result of project implementation will be about 0.009 acre compared to 1.01 acres identified in the Draft Environmental Impact Report/Environmental Impact Statement. A Nationwide Permit -14 is required if a project would discharge dredged or fill material into Waters of the U.S. for permanent impacts less than 0.5 acre; however, if impacts are less than 0.10 acre, the Centennial Corridor Project qualifies for a non-notifying permit. Based on the latest preliminary design plans, the Preferred Alternative B alignment will affect 0.009 acre of Waters of the U.S. and would qualify under the non-notifying provision. If project impacts to Waters of the U.S. are increased during the final design phase of the project and greater than 0.10 acre (but less than 0.5 acre), the project will obtain a Nationwide Permit -14. The Centennial Corridor Project would not result in permanent impacts to wetlands; hence, a Least Environmentally Damaging Practicable Alternative analysis and U.S. Army Corps of Engineers input and review on the selection of least damaging alternative does not apply. A Least Environmentally Damaging Practicable Alternative analysis was not prepared as part of this final environmental document, and the decision to select Alternative B as the Preferred Alternative does not require concurrence from U.S. Army Corps of Engineers.
F-3-4	Avoidance strategies were applied after the conclusion of the public review of the draft environmental document to reduce impacts to Waters of the U.S. Caltrans and the Project Development Team examined impacts at the canals within the project area and the Kern River due to the proposed bridge and crossing structures. The project's design team found opportunities for design refinements by reducing the number of bridge footings and the size of the structures within jurisdictional areas; these design refinements are incorporated in the preliminary design included in the final environmental document. To prevent inadvertent disturbance of jurisdictional areas during construction of the project, the project would implement minimization measures prior to construction activities. Within 50 feet of jurisdictional areas, the construction contractor would install fencing, flagging, lath, and rope or other devices to delineate jurisdictional areas. As mentioned in Response to Comment F-3-3, impacts to jurisdictional waters are 0.009 acre, which does not require a Section 404 Nationwide Permit -14. If final design plans result in permanent impacts to Waters of the U.S. greater than 0.10 acre, the project will obtain a Section 404 Nationwide Permit - 14 through U.S. Army Corps of Engineers, in which case Caltrans would provide mitigation measures and/or a mitigation plan to the Corps for permanent impacts. Caltrans has identified an In-Lieu Fee program opportunity for offsite restoration. If the Centennial Corridor Project is required to mitigate for impacts to jurisdictional waters, mitigation credits will be purchased from the Kern Water Authority's Conservation Bank or a similar entity. Final details for compensatory mitigation will be coordinated between Caltrans and the resource agencies during the final design phase of the project. Prior to beginning construction, a mitigation plan will be developed in coordination with U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Regional Water Quality Control Board. Caltrans will reference the identification number SPK-2008-01813 in any correspondence concerning this project. Caltrans would continue to coordinate with U.S. Army Corps of Engineers during the final design phase of the project if the impacts to Waters of the U.S. have changed.

Chapter 3 Responses to Comments from State Agencies

This section provides comments received from California state agencies on the draft environmental document. A copy of the draft environmental document was sent to the following state agencies:

- California Department of Fish & Wildlife (Sacramento)
- California Transportation Commission
- California Department of Parks and Recreation
- California Emergency Management Agency
- California Department of Conservation
- Department of Water Resources
- California State Lands Commission
- California State Water Resources Control Board
- Central Valley Flood Protection Board
- Native American Heritage Commission
- California Natural Resources Agency
- California Highway Patrol
- Office of Historic Preservation
- California Air Resources Board

A total of four comment letters were received, as summarized below.

Table 3.1 Summary of Comment Letters Received from State Agencies

Comment Code	Agency	Commenter Name	Date Letter Received	Comment Topic
S-1	California Natural Resources Agency, Department of Conservation, Division of Oil, Gas, and Geothermal Resources	Michael Toland	6/13/2014	Safety (oil wells)
S-2	California Transportation Commission	Andre Boutros	6/26/2014	General comments
S-3	Central Valley Flood Protection Board	Scott Morgan Len Marino	6/24/2014	General comments, biological resources, hydrology
S-4	Department of California Highway Patrol	Scott Morgan T.S. Roberts	6/27/2014	Transportation, traffic

Comment S-1

S-1

NATURAL RESOURCES AGENCY — EDMUND G. BROWN JR., GOVERNOR

DEPARTMENT OF CONSERVATION

Managing California's Working Lands

Division of Oil, Gas, and Geothermal Resources

4800 STOCKDALE HIGHWAY • SUITE 100 • BAKERSFIELD, CALIFORNIA 93309

PHONE (661) 322-4031 • **FAX** (661) 861-0279 • **WEB SITE** conservation.ca.gov/dog

June 13, 2014

Jennifer H. Taylor
California Dept. of Transportation, District 6
855 M Street, Suite 200
Fresno, California 93721

Subject: Centennial Corridor, Alternative Routes A, B, and C in the Fruitvale Oil Field, Bakersfield

Dear Ms. Taylor,

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above-referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

Alternative routes A, B, and C (Alternatives) are situated inside the administrative boundaries of the Fruitvale Oil Field. A total of 14 plugged-and-abandoned wells (surface plugs) and 17 active wells (oil wells currently on production and waste-water injectors) have been identified as being situated within or just outside the approximated perimeters of the Alternatives. Please refer to attached *Well Location Maps A, B, and C*. Location coordinates for each surface plug and active well are listed in *Table 1*, comprising three pages.

Prior to the construction of any of the Alternatives, the Division suggests the California Department of Transportation submit a plan to the Division that addresses the following issues: S-1-1

1. Acknowledgement of the locations of buried surface plugs of previously abandoned wells as mapped by the Division.

2. Dependent on the Division's evaluation, the requirement by the Division to leak-test any previously abandoned well.

3. Dependent on the Division's evaluation, the requirement by the Division to reabandon any improperly abandoned wells to current Division regulations.

4. The recognition of the requirement to abandon to current Division regulations any active or idle wells located within the route of the chosen Alternative.

The Department of Conservation's mission is to balance today's needs with tomorrow's challenges and foster intelligent, sustainable, and efficient use of California's energy, land, and mineral resources.

S-1

Ms. Jennifer H. Taylor
Centennial Corridor Alternatives in the Fruitvale Oil Field
June 13, 2014

5. To interpret well abandonment requirements, the construction of well casing diagrams of all wells located within the route of the selected Alternative.

6. Identification and removal of oil-and-gas production pipelines, including any unknown, abandoned pipelines encountered during construction of the selected Alternative.

7. The recognition of a possible requirement to reroute existing active pipelines.

S-1-1

In order to address the above technical issues, the Division recommends that an oil well service company or consultant experienced in abandonments, reabandonments, and removal of oil-and-gas facilities be contracted to undertake and coordinate the work. A Notice of Intent to Abandon or Reabandon a well is required to be filed with the Division by the Operator-of-Record for each affected well. The Division does not issue permits for the removal of pipelines; however, existing regulations and safe practices shall apply.

Contact information for agents representing the current operators of active wells is as follows:

Michael Kranyak
San Joaquin Facilities Management, Inc.
5400 Rosedale Highway
Bakersfield, California 93308
(661) 631-8713

Stephen J. Griffin
Griffin Resources
1695 Mesa Verde Avenue, Suite 210
Ventura, California 93003
(805) 644-1013

Jeffrey A. Blesener
E & B Natural Resources Management Corporation
1600 Norris Road
Bakersfield, California 93308
(661) 679-1700

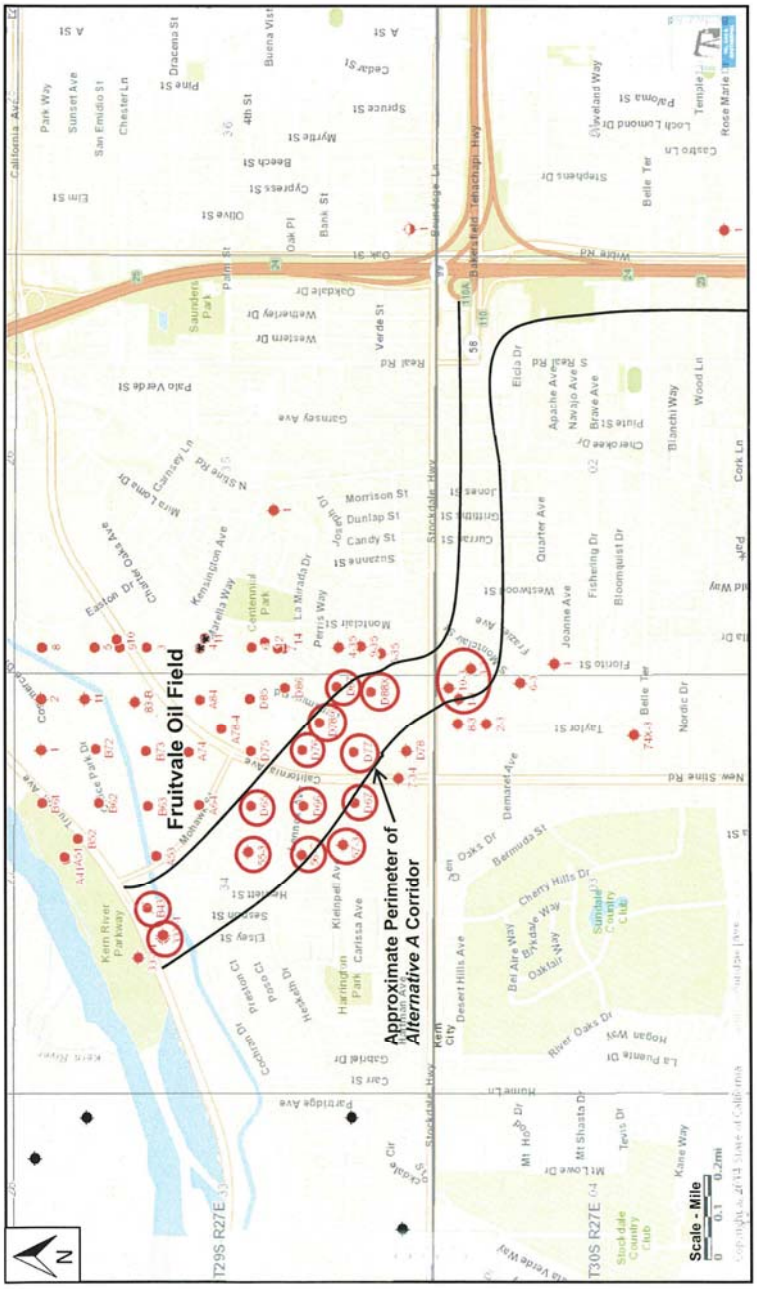
Thank you for the opportunity to comment on this project. Should any questions arise regarding technical issues described in this letter, please call Associate Oil and Gas Engineer **Dayne L. Frary** in the Bakersfield district office at **(661) 334-4601**.

Sincerely,

Michael Toland
Acting Senior Oil and Gas Engineer
Environmental Unit

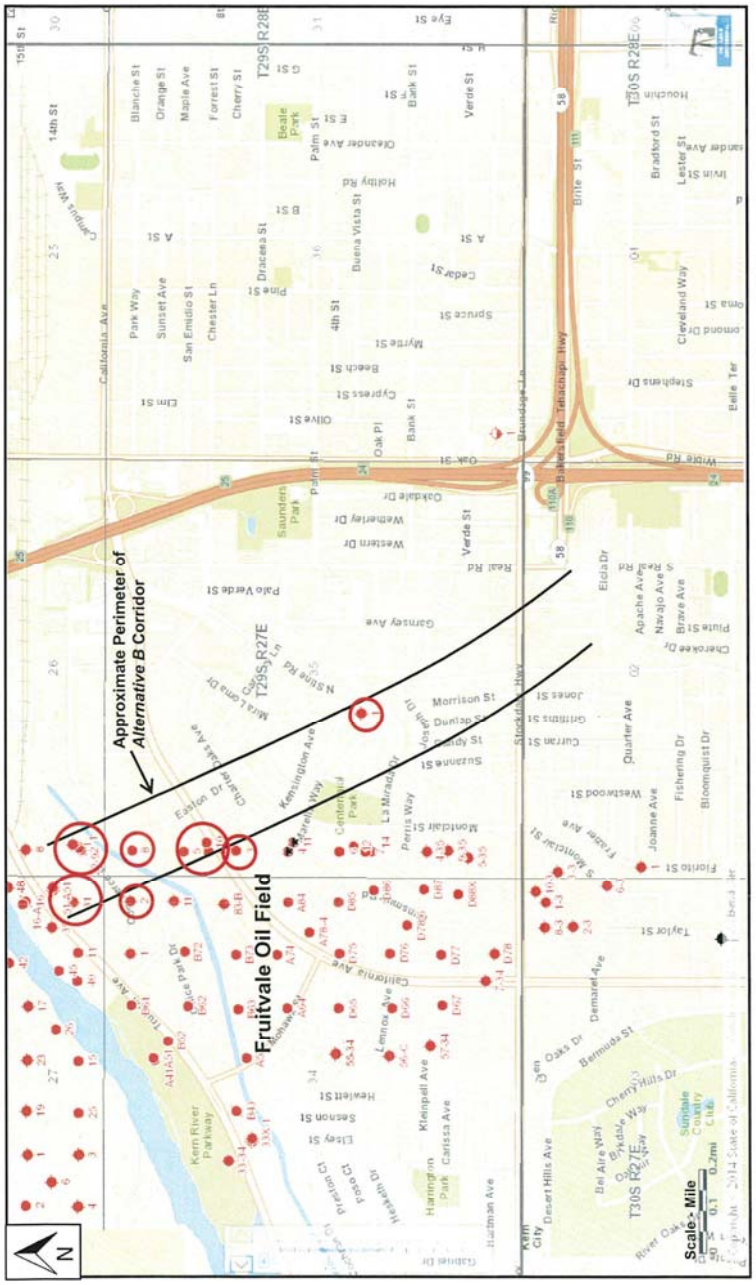
2

S-1



Well Location Map A
Centennial Corridor – Alternative A
Fruitvale Oil Field, Main Area
In Section 34, T.29S., R.27E. and Sections 2 and 3, T.30S., R.27E.
Source: CA DOGGR Online Well Finder
June 2014 **DLF**

S-1



Well Location Map B
Centennial Corridor - Alternative B
Fruitvale Oil Field, Main Area
In Sections 26, 27, 34, and 35, T.29S., R.27E.
Source: CA DOGGR Online *Well Finder*
June 2014 DLF

S-1

Well Location Map C
Centennial Corridor – Alternative C
Fruitvale Oil Field, Main Area
In Sections 26 and 35, T.29S., R.27E.
Source: CA DOGGR Online *Well Finder*
June 2014 DLF

Only Well Located Within
Alternative C Property
Acquisition Boundaries

S-1

Table 1
Oil Wells Located Within Centennial Corridor
Alternative Routes A, B, and C

Field and Alternative Corridor	Operator of Record	Well	API Number	Well Status	Location in Feet	Elevation in Feet	Latitude NAD83	Longitude NAD83
Section 26 T29S, R27E								
Alternative B								
Fruitvale	E & B Natural Resources Mgmt. Corp. (E & B)	"Kernland" 1	029-06761	P&A	Fr SW cor 330N 330E	404 KB	35.369542	-119.055402
Fruitvale	E & B	"Kernland" 2	029-06762	Active	Fr SW cor 310N 345E	404 KB	35.369493	-119.055473
Fruitvale	Chevron U.S.A. Inc.	"KCL-D" 1	029-06983	P&A	Fr SW cor 330N 395E	404 KB	35.369754	-119.055265
Fruitvale	San Joaquin Facilities Mgmt. Inc. (SJFM)	"Nickel Fee" 1	029-08461	Active	Fr SW cor 1464N 102E	403 KB	35.372733	-119.056264
Alternative C								
Fruitvale	Chevron U.S.A. Inc.	"KCL-A2" 8	029-06982	P&A	Fr SW cor 992N 330E	405 KB	35.371409	-119.055486
Section 27 T29S, R27E								
Alternative B								
Fruitvale	SJFM	"Red Ribbon Ranch" 31	029-08127	P&A	Fr SE cor 395N 330W	404 KB	35.369753	-119.057752
Fruitvale	SJFM	"Red Ribbon Ranch" 51	029-08149	P&A	Fr SE cor 650N 150W	402 KB	35.370469	-119.057096
Fruitvale	SJFM	"Red Ribbon Ranch" 51-A	029-08150	P&A	Fr SE cor 650N 185W	404 KB	35.370469	-119.057216
Section 34 T29S, R27E								
Alternative A								
Fruitvale	Griffin Resources, LLC (Griffin)	"K.C.L." D77	029-00741	Active	Fr NE cor 4290S 990W	407 KB	35.356939	-119.059995
Fruitvale	ARCO Western Energy (ARCO)	"K.C.L." 55-34	029-06738	P&A	Fr SE cor 2310N 2310W	397 KB	35.360621	-119.064211
Fruitvale	Griffin	"K.C.L." B43	029-06739	Active	Fr ctr 990N 330W	400 KB	35.364098	-119.06662
Fruitvale	ARCO	"Stockdale" 57-34	029-06741	P&A	Fr SE cor 1090N 2150W	394 KB	35.357343	-119.063893

Provided by the California DOGGR - Bakersfield
June 2014 DLF

S-1

Table 1
Oil Wells Located Within Centennial Corridor
Alternative Routes A, B, and C

Field and Alternative Corridor	Operator of Record	Well	API Number	Well Status	Location in Feet	Elevation in Feet	Latitude NAD83	Longitude NAD83
Section 34 T29S, R27E								
Alternative A								
Fruitvale	ARCO	"K.C.L." 56-C	029-08248	P&A	Fr S/4 cor 1653N 331E	385 GL	35.358772	-119.064319
Fruitvale	Griffin	"K.C.L." D65	029-08249	Active	Fr S/4 cor 2317N 990E	396 KB	35.36053	-119.062269
Fruitvale	Griffin	"K.C.L." D66	029-08250	Active	Fr ctr 990S 990E	411 KB	35.358682	-119.062259
Fruitvale	Griffin	"K.C.L." D67	029-08251	Active	Fr SE cor 990N 1650W	421 KB	35.356923	-119.062131
Fruitvale	Griffin	"K.C.L." D76	029-08253	Active	Fr NE cor 3630S 990W	404 KB	35.358741	-119.059918
Fruitvale	Griffin	"K.C.L." D87	029-08257	Active	Fr NE cor 4060S 150W	404 KB	35.357538	-119.057183
Fruitvale	Griffin	"K.C.L." D88X	029-08258	Active	Fr NE cor 4460S 250W	407 KB	35.356356	-119.057395
Fruitvale	Griffin	"K.C.L." D78-6	029-08260	Active	Fr NE cor 3870S 600W	400 KB	35.35815	-119.058744
Fruitvale	Morton, Dolley, Campbell & Shell	"Kernco" X-1	029-08312	P&A	Fr ctr 707N 707W	402 KB	35.363571	-119.067774
Fruitvale	Morton, Dolley, Campbell & Shell	"Kernco" 33	029-08313	P&A	Fr ctr 707N 737W	397 GL	35.363555	-119.0679
Alternative B								
Fruitvale	Chevron U.S.A. Inc.	"KCL-Bellevue" 2	029-08180	P&A	Fr NE cor 330S 330W	402 DF	35.367769	-119.057706
Fruitvale	E & B Natural Resources Mgmt. Corp. (E & B)	"Kernland" 5	029-06765	Active	Fr NW cor 990S 330E	407 KB	35.365922	-119.055541
Fruitvale	E & B	"Kernland" 8	029-06768	Active	Fr NW cor 330S 330E	403 KB	35.367716	-119.055519

Provided by the California DOGGR - Bakersfield
June 2014 DLF

S-1

Table 1
Oil Wells Located Within Centennial Corridor
Alternative Routes A, B, and C

Field and Alternative Corridor	Operator of Record	Well	API Number	Well Status	Location in Feet	Elevation in Feet	Latitude NAD83	Longitude NAD83
Section 35 T29S, R27E								
Alternative B								
Fruitvale	E & B	"Kernland" 9	029-06769	Active	Fr NW cor 1300S 350E	408 KB	35.365043	-119.055542
Fruitvale	E & B	"Kernland" 10	029-06770	P&A	Fr NW cor 1250S 420E	407 KB	35.36512	-119.055183
Fruitvale	Oryx Energy Co.	"K.C.L." 1	029-08435	P&A	Fr SW cor 2070N 1990E	396 KB	35.359717	-119.049673
Section 2 T30S, R27E								
Alternative A								
Fruitvale	ARCO	"Stockdale" 3-3	029-06745	P&A	Fr NW cor 480S 10E	398 KB	35.352897	-119.05641
Section 3 T30S, R27E								
Alternative A								
Fruitvale	ARCO	"Stockdale" 1-3	029-06746	P&A	Fr NE cor 330S 330W	403 KB	35.353322	-119.057735
Fruitvale	ARCO	"Stockdale" 10-3	029-06750	P&A	Fr NE cor 200S 200W	404 KB	35.353659	-119.057258

Key
DF Derrick Floor
DH Dry Hole
GL Ground Level
KB Kelly Bushing
P&A Plugged and Abandoned

Provided by the California DOGGR - Bakersfield
June 2014 DLF

Response to Comment S-1

Comment Code	Response
S-1-1	A plan will be submitted to the Department of Conservation's Division of Oil, Gas and Geothermal Resources during final design. Additionally, coordination with oil companies will occur during the utility relocation process of final design.

Comment S-2

S-2

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION
1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www.catc.ca.gov

June 26, 2014

Ms. Jennifer H. Taylor, Office Chief, Central Region
Environmental Southern San Joaquin Valley
Caltrans District 6
855 M Street, Suite 200
Fresno, CA 93721

RE: Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) for the State Route (SR) 58 Centennial Corridor Project
06-KER-58, PM T31.7/R55.6, 06-KER-99, PM 21.2/26.2 (PPNO 3705)

Dear Ms. Taylor,

The California Transportation Commission (Commission), as a Responsible Agency, received the DEIR/DEIS prepared by the California Department of Transportation (Department) for the SR-58 Centennial Corridor Project in Kern County. This project will 1.) construct an approximately 8 mile long new section of freeway connecting the existing SR 58/SR 99 interchange with the eastern edge of Westside Parkway, 2.) construct operational improvements to the existing SR 58 east alignment and SR 99 to accommodate the new connection ramps, 3.) widen Westside Parkway to provide an auxiliary lane in each direction, and 4.) construct a series of improvements at the intersection of SR 43 and Stockdale Highway.

The Commission considered the DEIR/DEIS at its June 25, 2014 meeting. The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. However, the Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project. S-2-1

As this project is programmed in the 2014 Statewide Transportation Improvement Program (STIP) and it is anticipated that the Commission will be asked to approve a new route adoption for SR 58, the Commission should be notified as soon as the environmental process is complete. The Commission cannot allocate funds to a project for design, right of way or construction, or approve a new public road connection or route adoption, until the final

S-2

environmental document is complete and the Commission has considered the environmental impacts of the project and approved the environmentally cleared project for future consideration of funding.

Upon completion of the CEQA process, prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead and/or implementing agency to provide written assurance whether the selected alternative identified in the final environmental document is or is not consistent with the project programmed by the Commission and included in the Regional Transportation Plan. In the absence of such assurance of consistency, it may be assumed that the project is not consistent and Commission staff will base its recommendations to the Commission on that fact. The Commission may deny funding to a project which is no longer eligible for funding due to scope modifications or other reasons. S-2-1

If you have any questions, please contact Carrie Pourvahidi, Deputy Director, at (916) 653-3148.

Sincerely,

ANDRE BOUTROS
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis
Ahron Hakimi, Executive Director, Kern Council of Governments

Response to Comment S-2

Comment Code	Response
S-2-1	Caltrans will coordinate with the California Transportation Commission after completion of the environmental process for funding allocation and route adoption for the Centennial Corridor Project. The formal process of securing the funding for construction and implementation will be advanced during the final design phase. As discussed in Section 1.1 of the final environmental document, funding for the project comes from multiple sources, including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, which is Federal legislation that was signed into law on August 10, 2005. The following funding sources have been identified: • Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Section 1301 = $90.44 million • Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Section 1302 = $289.2 million • Other Federal sources = $12.97 million • State = $53 million • Kern County bond = $57.5 million • City of Bakersfield = $206.89 million As identified in the funding sources above, Caltrans will secure funding from these sources to construct the Preferred Alternative B. The escalated 2016/17 fiscal year cost of the Preferred Alternative B is estimated at $570 million. The California Transportation Commission will be notified once the environmental process is complete and when the final environmental document is available for review so that it may consider the project for future funding. Additionally, the California Transportation Commission will be provided written assurance upon completion of the environmental process that the selected alternative identified in the final environmental document is consistent with the project programmed by the California Transportation Commission and included in the Regional Transportation Plan.

Comment S-3

S-3

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

June 24, 2014

Jennifer H. Taylor
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Subject: Centennial Corridor
SCH#: 2008091102

Dear Jennifer H. Taylor:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 23, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

S-3

SCH#	2008091102
Project Title	Centennial Corridor
Lead Agency	Caltrans #6
Type	**EIR** Draft EIR
Description	The proposed project entails a new alignment for SR 58 to provide a continuous route along SR 58 from Cottonwood Road (post mile R55.6) on existing SR 58 East, east of SR 99 to I-5 (post mile T31.7). Improvements to State Route 99 from Wilson Road (post mile 21.2) to Gilmore Avenue (post mile 26.2) would also be required for the connection with SR 58. The action also includes: 1) route adoption/transfer for a continuous route from the existing freeway portion of SR 58 east of SR 99 to I-5 with the western portion on existing Stockdale Highway from Health Road to I-5; and 2) approval for construction of Segment 1, improvements within Segment 2, and intersection improvements at the Stockdale Highway and SR 43 intersection.

Lead Agency Contact

Name	Jennifer H. Taylor
Agency	California Department of Transportation, District 6
Phone	888 404 6375 *Fax*
email	
Address	855 M Street, Suite 200
City	Fresno *State* CA *Zip* 93721

Project Location

County	Kern
City	Bakersfield
Region	
Lat / Long	35° 21' 9" N / 119° 2' 35" W
Cross Streets	Various: Cottonwood Rd / SR-58, Coffee/Brimhall Rds, and Stockdale Hwy / I-5
Parcel No.	Various
Township	30S *Range* 27E *Section* 2 *Base*

Proximity to:

Highways	SR 99, 58, 204, 178, 43 & I-5
Airports	Bakersfield and Joe Gottieb
Railways	BNSF, UPRR
Waterways	Kern River, Friant-Kern, Stine, Carrier & Cross Vly canals
Schools	9 Elementary, 2 High School, 4 Jr. High Schools
Land Use	Residential, Commercial, Industrial, Agriculture

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Traffic/Circulation; Toxic/Hazardous; Vegetation; Water Quality; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 4; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Fresno); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; Central Valley Flood Protection Board

Date Received 05/08/2014 *Start of Review* 05/08/2014 *End of Review* 06/23/2014

S-3

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY
EDMUND G. BROWN JR., GOVERNOR

CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

CLEAR
06/23/14
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MAY 29 2014
STATE CLEARING HOUSE

May 28, 2014

Ms. Jennifer H. Taylor
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, California 93721

Subject: CEQA Comments: Centennial Corridor, Draft Environmental Impact Report, SCH No. 2008091102

Location: Kern County

Dear Ms. Taylor:

Central Valley Flood Protection Board (Board) staff has reviewed the subject document and provides the following comments:

The proposed project is located within the Kern River which is under Board jurisdiction. The Board enforces its Title 23, California Code of Regulations (23 CCR) for the construction, maintenance, and protection of adopted plans of flood control that protect public lands from floods. Adopted plans of flood control include federal-State facilities of the State Plan of Flood Control, regulated streams, and designated floodways. The geographic extent of Board jurisdiction includes the Central Valley, and all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and the Tulare and Buena Vista basins (23 CCR, Section 2).

Pursuant to 23 CCR a Board permit is required prior to working in the Board's jurisdiction for the following: S-3-1

- Placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (23 CCR Section 6);

- Existing structures that predate permitting, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (23 CCR Section 6);

- Vegetation plantings require submission of detailed design drawings; identification of vegetation type; plant and tree names (both common and scientific); quantities of each type of plant and tree; spacing and irrigation method; a vegetative management plan for maintenance to prevent the interference with flood control operations, levee maintenance, inspection, and flood fight procedures (23 CCR Section 131). S-3-2

S-3

Other local, federal and State agency permits may be required and are the responsibility of the applicant to obtain.

Board permit application forms and our complete 23 CCR regulations can be found on our website at http://www.cvfpb.ca.gov/. Maps of the Board's jurisdiction including all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and Board designated floodways are also available on a Department of Water Resources website at http://gis.bam.water.ca.gov/bam/. S-3-2

Additional Considerations Related to Potential Impacts of Vegetation and Hydraulics

Accumulation and establishment of woody vegetation that is not managed may have negative impacts on channel capacity and may increase the potential for levee over-topping or other failure. When vegetation develops and becomes habitat for wildlife, maintenance to initial baseline conditions typically becomes more difficult as the removal of vegetative growth may be subject to federal and State resource agency requirements for on-site mitigation. The proposed project should include mitigation measures to avoid decreasing floodway channel capacity.

Adverse hydraulic impacts of proposed encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The proposed project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. If possible off-site mitigation outside of the Board's jurisdiction should be used when mitigating for vegetation removed at the project location. S-3-3

If you have any questions please contact James Herota at (916) 574-0651, or via email at james.herota@water.ca.gov.

Sincerely,

Len Marino, P.E.
Chief Engineer

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

Response to Comment S-3

Comment Code	Response
S-3-1	Caltrans thanks the Central Valley Flood Protection Board for participating in the environmental process for the Centennial Corridor Project. Caltrans acknowledges the Boards' jurisdiction over the Kern River under Title 23 California Code of Regulations, Section 2. The Centennial Corridor Project is proposing to construct a bridge structure and associated footings within and adjacent to the Kern River, which is subject to Title 23 California Code of Regulations, Section 6. The project's final design plans would ensure that any improvements within the Kern River would maintain the existing capacity of the river. Coordination with the Central Valley Flood Protection Board would begin during the design phase of the project, and an Encroachment Permit from the Central Valley Flood Protection Board would be obtained prior to construction per Title 23 California Code of Regulations, Section 6, due to construction within the Kern River.
S-3-2	Vegetation plantings within the Kern River will not be conducted by the Centennial Corridor Project; therefore, Title 23 California Code of Regulations, Section 131 does not apply to the project. The appropriate regulatory permits from Federal and other State agencies (if applicable) would be obtained prior to construction. Caltrans acknowledges that work in the Kern River requires approvals from Central Valley Flood Protection Board, California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and the Regional Water Quality Control Board. Regulatory permitting requirements are summarized in Table 2.4 of the final environmental document (Volume 1).
S-3-3	There will be no plantings or other vegetation within the Kern River associated with the project; therefore, accumulation and establishment of woody vegetation within the Kern River is not anticipated. There are no impacts to channel capacity. If vegetation removal is necessary within the channel, such activities would be conducted in accordance with applicable resource agency permit conditions. Therefore, mitigation measures to remove woody vegetation from the Kern River channel after the project is constructed are not required. As discussed in Section 3.2.1, Hydrology and Floodplain, of the final environmental document (Volume 1), mitigation measures would be implemented to minimize floodplain impacts and preserve the beneficial floodplain values of the project area. The proposed drainage system would keep the existing drainage patterns and direct onsite runoff to existing and proposed infiltration basins through the onsite drainage system. Because all runoff would be retained within these basins, there would be no changes in offsite flow rate or quantity as a result of the project. Direct runoff into the Kern River and canals would be avoided through roadway design and with infiltration basins located along the roadway. Stormwater on pavements would generally drain as surface flow to the outside edge of the freeway/roadway travel lanes or toward the median. Storm drain inlets would then collect the stormwater and direct it into infiltration basins. Several existing drainage facilities would be improved or rerouted to new infiltration/retention basins as a result of the project. Because bridge abutments and piers would be built within the Kern River floodplain, there would be a small decrease in storage capacity of the floodplain; however, the decrease in storage capacity due to the increase in impervious surface area would be minor compared to the size of the Kern River watershed. With conveyance of increased runoff to infiltration basins instead of the river, risks to the river's floodplain due to the added impervious surfaces would be eliminated. Given these considerations, impacts would be minimal and would not result in a significant risk to the floodplain or its beneficial use. As such, Standard Condition SC-FP-1 will be incorporated into the project design to minimize flood flow impacts on the Kern River. These design components are intended to minimize potentially adverse hydraulic impacts. Based on the results of the hydraulic analysis in Section 3.2.1, hydraulic impacts to the Kern River and flood control facilities are not anticipated.

Comment S-4

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

June 27, 2014

Jennifer H. Taylor
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Subject: Centennial Corridor
SCH#: 2008091102

Dear Jennifer H. Taylor:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on June 23, 2014. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project. S-4-1

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2008091102) when contacting this office.

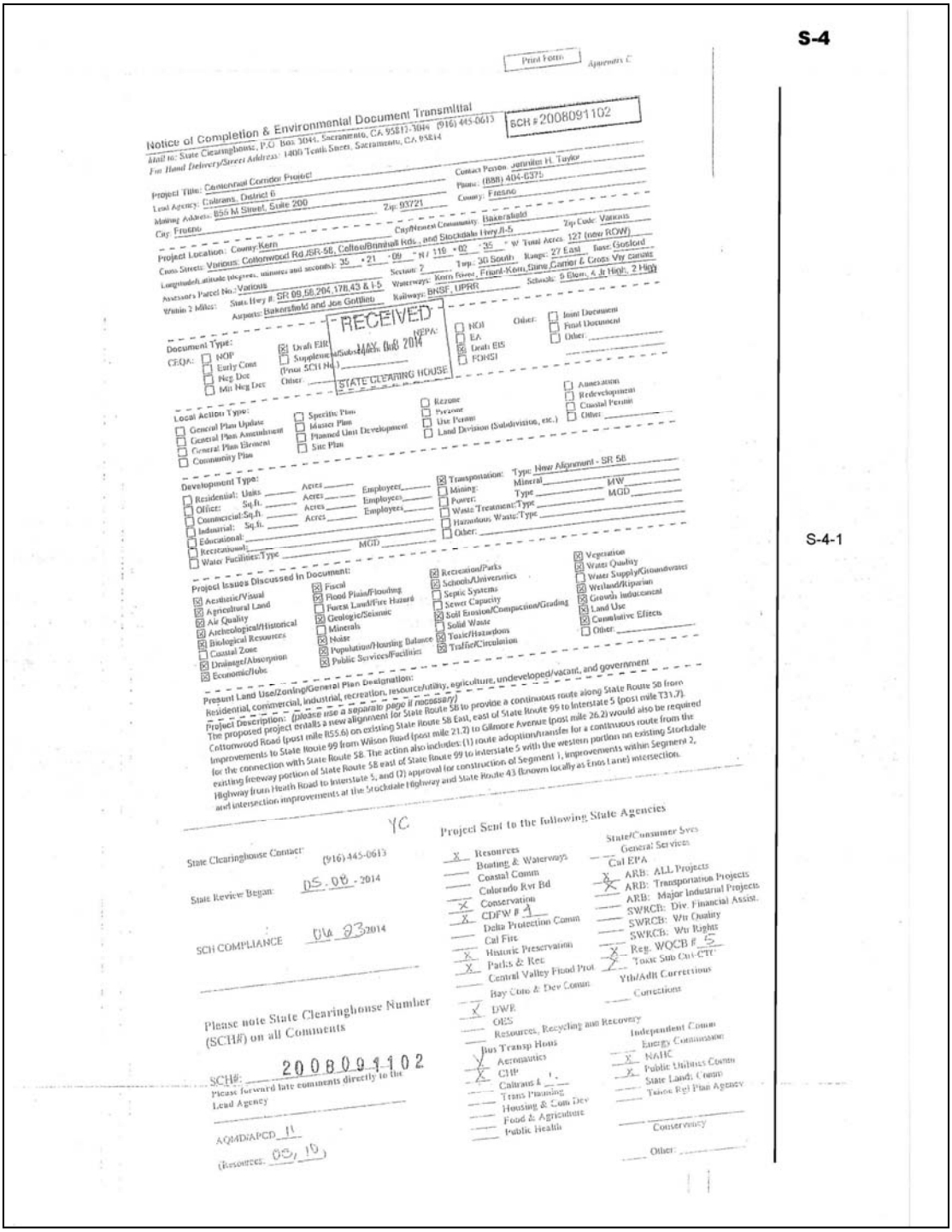
Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

S-4



Print Form

Agencies C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2008091102

Project Title: Centennial Corridor Project

Lead Agency: Caltrans, District 6

Mailing Address: 855 M Street, Suite 200

City: Fresno Zip: 93721

Contact Person: Jennifer H. Taylor

Phone: (888) 404-6371

County: Fresno

City/Nearest Community: Bakersfield

Project Location: County: Kern Zip Code: Various

Cross Streets: Various: Cottonwood Rd./SR-58, Calloway/Brimhall Rds., and Stockdale Hwy./I-5 Total Acres: 127 (new ROW)

Longitude/Latitude (degrees, minutes and seconds): 35 ° 21 ' 09 " N / 119 ° 02 ' 35 " W

Assessor's Parcel No.: Various Section: ? Twp.: 30 South Range: 27 East Base: Gosford

Within 2 Miles: State Hwy #: SR 99,58,204, 178,43 & I-5 Waterways: Kern River, Friant-Kern, Stine Canal & Cross Vly canals

Airports: Bakersfield and Joe Gottlieb Railways: BNSF, UPRR Schools: 9 Elem., 4 Jr High, 2 High

RECEIVED

MAY 06 2014

STATE CLEARING HOUSE

Document Type:

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☒ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Other:

NEPA: ☐ NOI ☐ EA ☒ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan ☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan ☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.) ☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other:

Development Type:

☐ Residential: Units Acres Employees
☐ Office: Sq.ft. Acres Employees
☐ Commercial: Sq.ft. Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD
☒ Transportation: Type: New Alignment - SR 58
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☒ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☒ Drainage/Absorption ☒ Economic/Jobs ☒ Fiscal ☒ Flood Plain/Flooding ☐ Forest Land/Fire Hazard ☒ Geologic/Seismic ☐ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities ☒ Recreation/Parks ☒ Schools/Universities ☐ Septic Systems ☐ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☐ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation ☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Growth Inducement ☒ Land Use ☒ Cumulative Effects ☐ Other:

Present Land Use/Zoning/General Plan Designation:

Residential, commercial, industrial, recreation, resource/utility, agriculture, undeveloped/vacant, and government

Project Description: (please use a separate page if necessary)

The proposed project entails a new alignment for State Route 58 East, east of State Route 99 to Interstate 5 (post mile T31.7). Cottonwood Road (post mile R55.6) on existing State Route 58 East, east of State Route 99 (post mile 21.2) to Gilmore Avenue (post mile 26.2) would also be required improvements to State Route 99 from Wilson Road (post mile 41.2) to Gilmore Avenue for a continuous route from the for the connection with State Route 58. The action also includes: (1) route adoption/transfer for a continuous route from the existing freeway portion of State Route 58 east of State Route 99 to interstate 5 with the western portion on existing Stockdale Highway from Heath Road to Interstate 5, and (2) approval for construction of Segment 1, improvements within Segment 2, and intersection improvements at the Stockdale Highway and State Route 43 (known locally as Enos Lane) intersection.

YC

State Clearinghouse Contact: (916) 445-0613

State Review Began: 05-08-2014

SCH COMPLIANCE DUE 06 2014

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2008091102

Please forward late comments directly to the Lead Agency

AQMD/APCD 11

(Resources: 05, 15)

Project Sent to the following State Agencies

X Resources
Boating & Waterways
Coastal Comm
Colorado Rvr Bd
X Conservation
X CDFW # 1
Delta Protection Comm
Cal Fire
X Historic Preservation
X Parks & Rec
Central Valley Flood Prot
Bay Cons & Dev Comm
X DWR
OES
Resources, Recycling and Recovery

Bus Transp Hous
Aeronautics
X CHP
X Caltrans # 6
Trans Planning
Housing & Com Dev
Food & Agriculture
Public Health

State/Consumer Svcs
General Services
Cal EPA
X ARB: ALL Projects
ARB: Transportation Projects
ARB: Major Industrial Projects
SWRCB: Div. Financial Assist.
SWRCB: Wtr Quality
SWRCB: Wtr Rights
X Reg. WQCB # 5
Toxic Sub Ctrl-CTC
Yth/Adlt Corrections
Corrections

Independent Comm
Energy Commission
X NAHC
X Public Utilities Comm
State Lands Comm
Tahoe Reg Plan Agency

Conservancy

Other:

S-4-1

S-4

State of California—Transportation Agency EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
4040 Buck Owens Boulevard
Bakersfield, CA 93308
(661) 864-4444
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

LATE
6/23/14
S

June 19, 2014

File No.: 420.12269.12904

RECEIVED
JUN 26 2014
STATE CLEARING HOUSE

State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

To whom it may concern:

The Bakersfield Area of the California Highway Patrol (CHP) received a "Notice of Completion" of the environmental document for the proposed Centennial Corridor Project, State Clearinghouse #2008091102. The proposal concerns construction of new freeway on-ramps and off-ramps, new traffic lanes, and freeway interchanges on State Route (SR) 58, SR 99, and the SR-99 interchange with Wilson Road. The project site is entirely within the limits of the City of Bakersfield and the jurisdiction of the CHP Bakersfield Area.

Upon review, Bakersfield Area has determined that during the construction phase, this project will significantly impact the flow of traffic for both the north and southbound lanes on SR-58 and SR-99, thus increasing traffic incidents. Accordingly, additional resources will be needed to mitigate traffic congestion as well as restore order in the event of a significant occurrence. Upon project completion, response times to emergency incidents will improve. S-4-2

Any question regarding this response can be directed to Sergeant Blaine Haight at BHaight@chp.ca.gov or by telephone at (661) 864-4444.

Sincerely,

LT, FOR

T. S. ROBERTS, Captain
Commander
Bakersfield Area

cc: Central Division
Special Projects Section

Safety, Service, and Security *An Internationally Accredited Agency*

S-4

State of California Transportation Agency

Memorandum

Date: June 16, 2014

To: Bakersfield Area (420)

From: DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
Special Projects Section

File No.: 063.A07471.A14985.Noc.Doc

Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE
SCH#2008091102

Special Projects Section (SPS) recently received a "Notice of Completion" environmental document from the State Clearinghouse outlining the information contained in the attached profile.

After a preliminary review, we believe this project will not have a significant impact on statewide departmental operations. However, because of your geographical proximity to the site, you are in a better position to provide a more accurate assessment of any traffic-related matters that may affect your local Area operations. Information and procedures outlined in the *Transportation Planning Manual*, HPM 41.1, Chapter 6, "Environmental Impact Documents," should serve as a guideline when reviewing transportation-related documents. S-4-3

If you determine departmental input is advisable, please provide your written comments referencing the above SCH number to the State Clearinghouse, 1400 Tenth Street, Room 121, Sacramento, CA 95814. Your comments must be received no later than June 23, 2014. Please forward a copy of your written comments to SPS.

If you have any questions, please call Analyst Suzann Ikeuchi at (916) 843-3374.

R. M. NANNINI, SSM III
Commander

Attachment

cc: Central Division
Assistant Commissioner, Field

Safety, Service, and Security *An Internationally Accredited Agency*

CHP 51 (Rev. 05-11) OPI 076

Response to Comment S-4

Comment Code	Response
S-4-1	Caltrans thanks the State Clearinghouse for circulating the Draft Environmental Document and for forwarding comments to us.
S-4-2	Caltrans thanks the California Highway Patrol for providing input on the Centennial Corridor Project. During construction of the Centennial Corridor Project, less than significant temporary traffic impacts are anticipated due to traffic disruptions from lane and road closures. Please refer to Section 3.6 of the final environmental document (Volume 1) regarding construction-related traffic impacts. To minimize potential impacts to traffic and circulation on State Route 58, State Route 99, and interchanges within the project area, a Traffic Management Plan would be developed prior to construction to reduce the impacts of traffic congestion and detours during construction. The Traffic Management Plan would be prepared in consultation with the city of Bakersfield and all emergency service providers within the project study area, including the Bakersfield area California Highway Patrol, to address potential construction-related impacts to service providers. Based on the temporary nature of the roadway closures, implementation of a Traffic Management Plan and public outreach program (Standard Conditions SC-CI-8 and SC-CI-9, respectively) would minimize impacts related to increased travel time and distance.
S-4-3	Caltrans thanks the California Highway Patrol Special Projects Section for providing input on the Centennial Corridor Project. If Caltrans determines that input from the California Highway Patrol Special Projects Section is required, a written correspondence will be sent to the contact person provided in your comment letter.

Chapter 4 Responses to Comments from Regional Agencies and Organizations

This section provides comments received on the draft environmental document from local/regional agencies and organizations. A copy of the draft environmental document was sent to the following regional agencies and organizations:

- Kern Regional Transit
- Central Valley Regional Water Quality Control, Region 5 (Fresno)
- Kern County Council of Governments
- San Joaquin Valley Air Pollution Control District
- Kern County Planning Department
- Kern County Fire Department
- Kern County Roads Department
- Eastern Kern County Air Pollution Control District
- Kern County Sheriff's Department
- Kern County Parks and Recreation
- Kern Delta Water District

A total of two comment letters were received as summarized below.

Table 4.1 Summary of Comment Letters Received from Regional Agencies

Comment Code	Agency	Commenter Name	Date Letter Received	Comment Topic
R-1	Kern Council of Governments	Ahron Hakimi, Executive Director	5/23/2014	Nonmotorized transportation (bicycle)
R-2	San Joaquin Valley Air Pollution Control District	Arnaud Marjollet, Director of Permit Services	7/7/2014	Air quality, permits

Comment R-1

R-1

Kern Council of Governments

May 23, 2014

Jennifer H. Taylor, Office Chief
Central Region, Environmental, Southern San Joaquin Valley
855 M Street, Suite 200
Fresno California 93721

Ms. Taylor:

Kern Council of Governments formally requests that the Centennial Corridor project include a bicycle crossing from Easton Drive to Commerce Drive over the canal. This improvement would improve the bicycle network in Bakersfield and help reduce greenhouse gas emissions.

The Centennial Corridor presents the opportunity to continue bicycle infrastructure on smaller streets by crossing California Avenue at Easton Drive and then crossing the canal to Commerce Drive and Commercial Way. The City of Bakersfield is improving the traffic signal at Commercial Way and Truxtun Avenue to add a pedestrian crossing and bicycle access across Truxtun to the Class 1 bike path. When the project is complete, a family-friendly bicycle route would be provided from southeast Bakersfield all the way to Southwest Bakersfield.

The Centennial Corridor provides an opportunity to greatly improve bicycle access to the existing Class 1 bike path on the Kern River Parkway. By improving that access, the project will help reduce greenhouse gas emissions. Improving bicycle access is also consistent with Caltrans' Complete Streets Policy and FHWA's pedestrian and bicycle guidance.

The City of Bakersfield adopted a Bicycle Transportation Plan in November of 2013. The plan proposed more than 100 miles of family-friendly bikeways and routes that avoid high-traffic and high-speed arterials.

R-1-1

Centennial presents another opportunity to provide bikeways that would not be available without the project. The existing route extends from the Palm Avenue crossing at State Route 99 without any on- or off-ramps, then proceeds through the Westpark neighborhood to California Aveune. Bicyclists have to ride on arterial streets like California Avenue and Mohawk to reach the Class 1 bike path and the numerous destinations that can be accessed from it, such as California State University Bakersfield.

Kern COG believes that adding a bicycle crossing from Easton Drive to Commerce Drive over the canal is an efficient use of taxpayer dollars that will help reduce vehicle miles traveled and greenhouse gas emissions while improving our quality of life.

Thank you very much for your time and consideration.

Sincerely,

Ahron Hakimi

Ahron Hakimi
Executive Director

1

Kern Council of Governments
1401 19th Streets, Suite 300 Bakersfield CA 93301 661-861-2191 Facsimile 661-324-8215 TTY 661-832-7433 www.kerncog.org

Response to Comment R-1

Comment Code	Response
R-1-1	Caltrans recognizes the positive effects of nonmotorized transportation, such as bicycles, on the environment. Preferred Alternative B is the only alternative that incorporates a bicycle connection within the Centennial Corridor Project area. It is possible that an improved bicycle connection to an existing Class I and Class II bicycle facility could increase bicycle usage Caltrans has decided to include a bicycle and pedestrian connection between California Avenue and Commerce Drive as part of the project. This decision was made in response to public requests for a bicycle connection spanning over the Carrier Canal. This improvement would enhance bicycle and pedestrian connectivity and support the goals outlined in the city's 2013 Bicycle Transportation Plan.

Comment R-2

R-2

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

July 7, 2014

Jennifer H. Taylor
California Department of Transportation
Central Region, Environmental Southern San Joaquin Valley
855 M Street, Suite 200
Fresno, CA 93721

Project: Draft Environmental Impact Report/Statement for the Centennial Corridor Project

District CEQA Reference No: 20140316

Dear Ms. Taylor:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a proposal to construct a new alignment for State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58 East to Interstate 5 (post mile T31.7). The project will also include improvements to State Route 99 from Wilson Road (post mile 21.2) to Gilmore Avenue (post mile 26.2). The project is located within metropolitan Bakersfield and Kern County, CA. The District offers the following comments:

1. In Table 3.23 of the Draft Environmental Impact Report/Statement (Draft EIR/EIS), the District recommends amending the project area attainment status as follows: R-2-1
   a. Hydrogen Sulfide (State): unclassified
   b. Visibility Reducing Particles (State): unclassified
   c. Vinyl Chloride (State): attainment

   In addition, the State carbon monoxide attainment status listed in Table 2-2 of the Air Quality Study Report should be revised to state, "attainment/unclassified."

   More information on the San Joaquin Valley Air Basin's attainment status can be found on the District's website at the following link:
   http://www.valleyair.org/aginfo/attainment.htm

2. The Federal and State sulfur dioxide (SO2) standards listed on page 15 of the Air Quality Study Report should be revised as follows: R-2-2

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org www.healthyairliving.com

a. 1-Hour SO2 (State): 0.25 ppm
b. 1-Hour SO2 (Federal): 0.075 ppm (75 ppb)
c. 3-Hour SO2 (Federal): 0.5 ppm

R-2-2

3. Pages xiv and 47 of the Draft EIR/EIS state that District Rule 8210 limits fugitive particulate matter emissions during construction activities. The District does not have a Rule 8210; this sentence should be revised to state District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). R-2-3

4. Page 14 of the Air Quality Study Report states that the Federal 1-hour ozone standard does not apply in California. This sentence should be revised and clarify that the Federal 1-hour ozone standard was revoked on April 30, 2004, effective June 15, 2005 (http://www.gpo.gov/fdsys/pkg/FR-2004-04-30/pdf/04-9153.pdf). As a result, most of the requirements, including the transportation conformity requirements, under this standard were revoked; however, EPA upheld some of the other requirements and the District in turn submitted the *2013 Plan for the Revoked 1-Hour Ozone Standard* to EPA in 2013 to fulfill the remaining Clean Air Act requirements. Please see the District's Ozone Plans webpage for additional information: http://www.valleyair.org/Air_Quality_Plans/Ozone_Plans.htm R-2-4

5. In Section 2.2.1 (Attainment Status) of the Air Quality Study Report, it states that "EPA has proposed to approve the District's 2007 PM10 Maintenance Plan and Request for Redesignation in the Federal Register on April 18, 2008. On September 25, 2008, EPA approved the request for Redesignation to attainment/maintenance for the SJVAB." The following dates should be revised as follows: R-2-5

   "EPA has proposed to approve the District's 2007 PM10 Maintenance Plan and Request for Redesignation in the Federal Register on April 25, 2008 (73 FR 22307). On November 12, 2008 (73 FR 66759), EPA approved the request for Redesignation to attainment/maintenance for the SJVAB."

6. Section 2.5 (Local Regulations) of the Air Quality Study Report should be revised as follows:

   a. Page 23 under *Federal 8-hour standards* should be revised to state that the Valley was classified as a serious nonattainment area on April 30, 2004 (69 FR 23951) and that EPA approved the Valley's reclassification to extreme nonattainment on May 5, 2010 (75 FR 24409). R-2-6

b. Page 24 under *PM10* should be revised to state that EPA redesignated the Valley to attainment of the PM10 NAAQS on November 12, 2008 (73 FR 66759).
c. Page 24 under *PM2.5* should also mention that the District held workshops for the *2012 PM2.5 Plan* on June 27, 2012 and October 9, 2012, in addition to the April 27, 2012 date already listed. R-2-6

7. In Section 4.2.1 (Criteria Pollutants) of the Air Quality Study Report, the project related construction criteria pollutant emissions are presented and evaluated against District Rule 9510 (Indirect Source Review) applicability thresholds and the District's thresholds of significance.

   a. The information shows that the construction emissions are expected to exceed the 2 tons per year of NOx or 2 tons per year of PM10 applicability threshold of District Rule 9510. Therefore, the District agrees with the conclusion that the project is subject to District Rule 9510. The rule is intended to reduce a project's impact on air quality through project design elements or mitigation by payments of applicable off-site mitigation fees. Compliance with the rule will reduce the project construction exhaust NOx and PM10 emissions by 20 percent and 45 percent respectively. It should be noted that although compliance with District Rule 9510 reduces project specific impacts on air quality, it may not be sufficient to reduce project specific emissions to less than significant levels.

      Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. R-2-7

      Based on a review of District records, the District has not received an AIA application for this project.

   b. Additionally, the project would be determined to have a significant impact on air quality if the criteria pollutant emissions exceed 10 tons per year NOx, 10 tons per year ROG, and 15 tons per year PM10. As presented in *Table 4-9*

Estimate of Construction Emissions, the project related criteria pollutant emissions exceed the District's threshold of significance for NOx and is determined to have a significant impact on air quality. Therefore, the District recommends implementing all feasible mitigation measures to reduce air quality impacts to less than significant.

c. *Recommended Mitigation:* A feasible mitigation measure is the mitigation of project emissions through a Voluntary Emission Reduction Agreement (VERA). The District believes that mitigation through a VERA is feasible in many cases, and recommends the environmental document be revised to include a discussion of the feasibility of implementing a VERA to mitigate project specific impacts to less than significant levels.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds to the District. The funds are disbursed in the form of grants for projects that achieve emission reductions. Thus, project specific impacts on air quality can be fully mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors. R-2-7

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. The initial agreement is generally based on the projected maximum emissions increases as calculated by a District approved air quality impact assessment, and contains the corresponding maximum fiscal obligation. However, because the goal is to mitigate actual emissions, the District has designed flexibility into the VERA such that the final mitigation is based on actual emissions related to the project as determined by actual equipment used, hours of operation, etc., and as calculated by the District. After the project is mitigated, the District certifies to the lead agency that the mitigation is completed, providing the lead agency with an enforceable

mitigation measure demonstrating that project specific emissions have been mitigated to less than significant.

The District has been developing and implementing VERA contracts with project developers to mitigate project specific emissions since 2005. It is the District's experience that implementation of a VERA is a feasible mitigation measure, and effectively achieves the emission reductions required by a lead agency, by mitigating project related impacts on air quality to a net zero level by supplying real and contemporaneous emissions reductions. R-2-7

Additional information on implementing a VERA can be obtained by contacting District CEQA staff at (559) 230-6000.

8. The Draft EIR/EIS did not perform a health risk assessment (HRA) for the construction and operational phases; however, it includes a qualitative assessment on the air toxics impacts for the operational phase of the project and compares the emissions under each of the alternatives to show that the total toxics emissions under all three alternatives will be less than under the No-Build Alternative.

   The project will traverse the middle of the Westpark neighborhood of Bakersfield. The population of this neighborhood that will remain after construction of this project will be exposed to higher levels of toxic air contaminants than before the construction and operation of this new freeway segment. It is likely that the health impact of the operation of the segment will be significant because of the diesel particulate emissions from heavy trucks on the new freeway and emissions of other toxics from gasoline-powered vehicles. The proponents have not provided any technical basis for the assertion in this Draft EIR/EIS that the exposure of sensitive receptors to substantial pollutant concentrations will be less than significant. Therefore, the District recommends that an HRA be performed for both the construction and operational phases of the project. If found to be significant, all available mitigation measures should be identified and considered. R-2-8

   More information on TACs, prioritizations and HRAs can be obtained by:

   - E-mailing inquiries to: hramodeler@valleyair.org; or
   - Visiting the District's website at: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm

9. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified R-2-9

Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. R-2-9

10. The District recommends that a copy of the District's comments be provided to the project proponent. R-2-10

If you have any questions or require further information, please call Angel Lor, at (559) 230- 5808.

Sincerely,

Arnaud Marjollet
Director of Permit Services

For: Chay Thao
Program Manager

AM: al

Response to Comment R-2

Comment Code	Response
R-2-1	Caltrans agrees with the requested revisions. The project area attainment status has been revised for hydrogen sulfide (State), visibility-reducing particles (State), and vinyl chloride (State) in Table 3.23 of the final environmental document. In addition, the State carbon monoxide attainment status listed in Table 2.2 of the Air Quality Study Report has been revised to state "attainment/unclassified."
R-2-2	The Federal and State sulfur dioxide standards listed on page 15 of the Air Quality Study Report have been revised.
R-2-3	The final environmental document has been revised to state District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities) instead of Rule 8021. Please refer to Section 2.2, Permits and Approvals Needed.
R-2-4	The Air Quality Study Report has been revised to state and clarify that the Federal 1-hour ozone standard was revoked on April 30, 2004, but that the U.S. Environmental Protection Agency upheld other requirements to fulfill remaining requirements of the Clean Air Act.
R-2-5	The dates of "request for redesignation" and "U.S. Environmental Protection Agency approval" for the San Joaquin Valley Air Pollution Control District's 2007 Particulate Matter (PM_{10}) Maintenance Plan have been revised in the Air Quality Study Report. The revised Air Quality Study Report indicates the request for redesignation occurred on April 25, 2008 and U.S. Environmental Protection Agency approved of the request on November 12, 2008.
R-2-6	Section 2.5 of the Air Quality Study Report has been revised to state that the: • The Central Valley was classified as a serious nonattainment area on April 30, 2004; • The U.S. Environmental Protection Agency approved the Central Valley's reclassification to extreme nonattainment on May 5, 2010; • The U.S. Environmental Protection Agency redesignated the Central Valley to attainment of the Particulate Matter (PM_{10}) National Ambient Air Quality Standards on November 12, 2008; • The San Joaquin Valley Air Pollution Control District held workshops for the 2012 Particulate Matter ($PM_{2.5}$) Plan on June 27 and October 9, 2012, in addition to the April 27, 2012, date already listed.
R-2-7	Caltrans acknowledges that the Centennial Corridor Project is subject to San Joaquin Valley Air Pollution Control District's Rule 9510 (Indirect Source Review). Per Rule 9510, a completed Air Impact Assessment application is required prior to the construction of the proposed project to minimize construction related emissions for nitrous oxides (NOx) and particulate matter (PM_{10}). Caltrans and the construction contractor will work with the San Joaquin Valley Air Pollution Control District to obtain approval of the Air Impact Assessment and remit any applicable off-site mitigation fees. Caltrans has completed a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to address construction and operational emissions. The Voluntary Emission Reduction Agreement will offset any localized particulate matter impacts due to project emissions. The project as a whole will improve particulate matter emissions within the project limits as shown in the particulate matter qualitative analysis. Information about the Voluntary Emission Reduction Agreement can be found in Section 3.2.6 of the final environmental document.

Comment Code	Response
R-2-8	Caltrans will not conduct a health risk assessment because the project was considered less than significant with regard to air impacts. Based on the results of the mobile source air toxics emissions within the studied roadway, a significant decrease (50 percent) in mobile source air toxic emissions can be expected for the project alternatives as compared with the base year (2008) levels through future year levels. The decrease is expected to occur for all priority mobile source air toxics. This is directly due to the improved pollution emission performance of a modernizing fleet, including diesel-fueled vehicles, which is a trend that is expected to continue throughout the planning horizon. This finding is consistent with the Federal Highway Administration-projected trend. For more information regarding project air impacts, please refer to Section 3.2.6, Volume 1, of the final environmental document. The air study concluded that the project would reduce emissions within the project limits and that all localized air impacts would be offset by improved traffic circulation and by implementing a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to further reduce emissions above and beyond what was anticipated from the project during construction and operation. Implementation of targeted air quality improvements would further reduce emissions and minimize potential health impacts to residents and sensitive receptors. These air quality improvements under consideration include: (1) retrofitting school buses diesel engines to reduce emissions; (2) wood-burning stove replacement; (3) heating, ventilation, air conditioning upgrades to qualified schools and (4) tree planting. These improvements were assessed based on their potential to reduce localized emissions and feasibility of implementation. Caltrans, in cooperation with the San Joaquin Valley Air Pollution Control District and the city of Bakersfield, will implement a combination or all four of the abovementioned improvements.
R-2-9	Caltrans agrees that the project may be subject to San Joaquin Valley Air Pollution Control District Rules and Regulations, including: Regulation VIII, Rule 4102, Rule 4601, Rule 4641, and Rule 4002.
R-2-10	Caltrans has included the San Joaquin Valley Air Pollution Control District's comments on the project in the final environmental document. Comments on air quality have also been forwarded to the city of Bakersfield and Kern Council of Governments for their input. The final environmental document has been revised to address the San Joaquin Valley Air Pollution Control District's comments.

Chapter 5 Responses to Comments from Local Agencies and Organizations

This section provides comments received from local agencies and organizations on the draft environmental assessment. A copy of the draft environmental document was sent to the following regional agencies and organizations:

- Greater Bakersfield Chamber of Commerce
- Sierra Club, Kern-Keweah Chapter
- Kern County Historical Society
- Kern County Engineering, Surveying and Permit Services, Floodplain Management Section
- Stockdale Christian School
- Hall Ambulance
- Kern Economic Development Corporation
- Kern County Superintendent of Schools
- Bakersfield City School District
- Kern County Black Chamber of Commerce
- Kern County Hispanic Chamber of Commerce
- City of Bakersfield Public Works
- Bakersfield Police Department
- Historic Preservation Commission City of Bakersfield
- City of Bakersfield Planning Division
- City of Bakersfield Water Resources Department
- City of Bakersfield, Parks and Recreation
- Bakersfield Fire Department
- Golden Empire Transit District
- Kern High School District

One comment letter was received from local agencies and organizations as summarized below.

Table 5.1 Summary of Comment Letters Received from Local Agencies

Comment Code	Agency	Commenter Name	Date Letter Received	Comment Topic
LA-1	Kern County-Engineering, Surveying and Permit Services, Floodplain Management Section	Jason Scheer	5/15/2014	General

Comment LA-1

LA-1

Office Memorandum

KERN COUNTY

To: CalTrans
Jennifer Taylor

Date: May 15, 2014

From: Engineering, Surveying and Permit Services
Floodplain Management Section
Aaron Leicht, by Jason Scheer

Phone: (661) 862-5083
Email: ScheerJ@co.kern.ca.us

Subject: Draft Environmental Impact Report
Centennial Corridor Project

From the information supplied, we have no comments or recommendations regarding the above project. LA-1-1

Response to Comment LA-1

Comment Code	Response
LA-1-1	Caltrans thanks you for your participation in the public review process for the Centennial Corridor Project. Your response is acknowledged.

Chapter 6 Responses to Comments from the General Public

Throughout the 61-day comment period, a total of 64 members of the public submitted written comments related to the project. A copy of each written comment and the response to each question/comment are presented in this chapter. Multiple letters submitted by the same individual are grouped together and treated as one set of written comments. When the comment letters from the same individual are duplicated (sent in more than one copy), only one letter is responded to.

Table 6.1 Summary of Comment Letters Received from the General Public

Comment Code	Commenter Name	Date Letter Received
GP-1	Wayne Clausen	7/7/2014
GP-2	Joe D. Rose	7/3/2014
GP-3	David Bainton	7/8/2014
GP-4	Rosa Adame	7/8/2014
GP-5	Michael Werlinich	7/5/2014
GP-6	Carmen Genter	6/28/2014
GP-7	Emily Gellman	7/7/2014
GP-8	Jamie Williams	7/5/2014
GP-9	Peterson Law Group (John S. Peterson)	7/7/2014
GP-10	Dr. Jana L. Swearengin and Karen S. Eggemann	7/7/2014
GP-11	Rosalie Trepicone	6/28/2014
GP-12	Anonymous	7/8/2014
GP-13	Mary Ruth Brown	6/11/2014
GP-14	Bakersfield First Assembly of God	7/2/2014
GP-15	Kern Minority Construction Association (Marvin Dean)	6/30/2014
GP-16	Time Trial Investments (Gary Trenda)	6/25/2014
GP-17	Hendrik and Martha Hinse	6/11/2014
GP-18	Daniel Cronquist	6/11/2014
GP-19	Mark Cronquist	6/11/2014
GP-20	Larry and Irma Gladwell	6/11/2014
GP-21	Vicky Gresham	6/11/2014
GP-22	Karen Landers	6/11/2014
GP-23	Lisa Anderson	6/11/2014
GP-24	Mike Lee	6/11/2014

Comment Code	Commenter Name	Date Letter Received
GP-25	Roberta Bender	6/11/2014
GP-26	Mary Ellen Hutchison	6/11/2014
GP-27	Elizabeth Waggoner	6/11/2014
GP-28	Hank and Mardi Hinse	6/11/2014
GP-29	Stockdale Christian Schools	5/19/2014
GP-30	Jack M. Rademacher	5/14/2014
GP-31	Frank and Maris Sosa	5/25/2014
GP-32	Kenneth M. Cannon	5/27/2014
GP-33	Pam Binns	5/16/2014
GP-34	Marc and Shannon Caputo	7/8/2014
GP-35	Quinn Miller	6/29/2014
GP-36	Bike Bakersfield (Jason Cater)	6/18/2014
GP-37	Larry Sharette	7/3/2014
GP-38	Brian and Sharon Self	7/4/2014
GP-39	Robert Schmidt	6/11/2014
GP-40	Bob Smith	6/11/2014
GP-41	Leah Pineda	6/11/2014
GP-42	Diane Hamlin	6/11/2014
GP-43	Brad Barbeau	6/11/2014
GP-44	Bonnie Doyle	6/11/2014
GP-45	Cindy Parra	6/11/2014
GP-46	Robert Braley	6/11/2014
GP-47	Jay Gauthier	6/11/2014
GP-48	Jason Cater	6/11/2014
GP-49	Alfredo Buendia	6/15/2014
GP-50	Mike P.	6/17/2014
GP-51	Brian Holle	6/20/2014
GP-52	Joanne Bender	7/2/2014
GP-53	Juston Pack	7/5/2014
GP-54	Frank Jones	7/8/2014
GP-55	Janice Malouf	7/8/2014
GP-56	Debi	7/8/2014
GP-57	Susan Wyatt	7/8/2014
GP-58	Randa Hunter and Vanessa Vangel	7/8/2014
GP-59	Gary Crabtree	6/19/2014
GP-60	Ray Clanton	6/10/2014

Comment Code	Commenter Name	Date Letter Received
GP-61	Alan Booth	6/11/2014
GP-62	Jonathon Mills	6/12/2014
GP-63	Jose Espinoza	7/8/2014
GP-64	Shelley Kraft	7/13/2014

Note: When a letter did not indicate the date, July 8, 2014, last day of the review period, was used.

Comment GP-1

GP-1

Wayne Clausen
12304 Arbor Park Pl
Bakersfield, CA 93311

July 7, 2014

Jennifer H. Taylor, Office Chief
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721

RE: Centennial Corridor Draft Environmental Impact Report/Environmental Impact Statement

Dear Ms. Taylor:

The Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) for the Centennial Corridor Project is erroneous in its analysis of potential significant impacts regarding traffic and safety for Segment 3, i.e., Stockdale Highway. The DEIR/DEIS and Final Traffic Study Report (Volume I) assume that Segment 3 will be built to four lanes from future developer improvements [see page 34 of 38 of the Final Traffic Study Report (Volume I) Executive Summary]. The problem with this assumption is that most of the land use on the north and south sides of Stockdale Highway, from I-5 to Nord Road, is designated for Intensive Agriculture (R-IA) and Mineral Petroleum (R-MP) land use (see Kern County Land use map west in the attached CD and Western Rosedale land use map attached to this letter). There will be no developer improvements for this segment of the Project. There are a few pockets of urban land use designations along the segment but most are already developed without additional road improvements. Caltrans has no local land use authority to require property owners to construct additional lanes or road improvements. Regarding adverse traffic safety hazards, this assumption is dangerous for a project that will dump interstate freeway truck and vehicular traffic onto a two lane rural road. The existing land use designations along Segment 3 need to be identified and analyzed in the DEIR/DEIS.

GP-1-1
GP-1-2
GP-1-3
GP-1-4

Section 2.8 (page 73) of the Final Traffic Study Report (Volume I) states that there were 378 traffic accidents, with two fatalities, on State Route 58 (between Real Road and Cottonwood Road) from August 2007 to March 2010. Most of this segment of State Route 58 is a divided four lane highway. If such terrible events can occur in a three year time period on that segment of State Route 58, a two lane undivided interstate freeway on Segment 3 will cause greater traffic accidents and deaths. The Project's potential significant traffic safety hazards in Segment 3 are not identified or analyzed in the DEIR/DEIS. The traffic safety hazard analysis needs to be added to the DEIR/DEIS and the document re-circulated for public review and comment.

GP-1-5

GP-1

The Executive Summary in the Final Traffic Study Report (Volume I) concludes on page 35 of 38 that the signals and intersection improvements at Stockdale Highway and Enos Lane/Nord Road/Wegis Avenue will maintain an acceptable level of Service for Segment 3. The conclusion is based on the false assumption that four lanes will be constructed for Segment 3 through developer improvements [see page 304 in the Final Traffic Study Report (Volume I)]. GP-1-6

On page 307 of the Final Traffic Study Report (Volume I), Segment 3 is analyzed as a two-lane, two-way rural highway with the conclusion that "Stockdale Highway operates, and will continue to operate, below Caltrans (District 6) level of service threshold of the transition between LOS C and LOS D for rural roads (Stockdale Highway west of Enos Lane) or the transition between LOS D and LOS E for urban roads (Stockdale Highway east of Enos Lane)." The Final Traffic Study Report does not identify which highway classification (Class I or Class II) was utilized for the 2000 Highway Capacity Manual analysis for Segment 3. The Final Traffic Study Report does identify or demonstrate the 2000 Highway Capacity Manual calculation for the analysis. The Final Traffic Study Report does not identify the traffic forecasts utilized in the calculation. Identifying this information is critical because the Project is proposing to dump interstate freeway traffic, not two lane rural highway traffic, onto a two lane rural road. It seems obvious that if interstate freeway traffic was identified and utilized in a 2000 Highway Capacity Manual calculation for a two lane undivided rural road, the project would fail to meet Caltrans' level of service standards. GP-1-7

The recently adopted (June 19, 2014) Kern Council of Governments' 2014 Regional Transportation Plan identifies the future State Route 58 from I-5 to Heath Road at Stockdale Highway as an unconstrained "Beyond 2040 – Major Highway Improvement" (KER08RTP114). This of course means that Segment 3 will be a two lane undivided interstate freeway for the next 30 years. The Final Traffic Study Report (Volume I) states that heavy truck volumes in Kern County will increase by 87% over the next 30 years (page 336). Figure 6-6 on page 337 of the Final Traffic Study Report identifies most of the heavy truck flow occurring on State Route 58. Based on the above, it is clear the Project will have significant traffic safety hazards in Segment 3. The DEIR/DEIS fails to identify or analyze the Project's adverse significant effects on the environment regarding traffic and traffic safety hazards. GP-1-8

GP-1

The Final Traffic Study Report (Volume I) states on page 13-38 of the Executive Summary that its purpose is to analyze the performance of the three build alternatives and the no build alternative. The performance analysis only covers Segment 1 and Segment 2. No performance analysis has been prepared for Segment 3. Proposing an interstate freeway on a two lane rural road (Segment 3) requires the same performance analysis to adequately identify and analyze the potential significant traffic safety hazards of the Project. GP-1-9

There is an existing at-grade rail crossing on Stockdale Highway just east of Enos Lane. Adjacent to this crossing is a private rail spur facility that can receive hundreds of rail cars. The railroad blocks traffic on Stockdale Highway when delivering rail cars or crossing Segment 3. The Final Traffic Study Report (Volume I) and DEIR/DEIS do not identify this at-grade crossing, the number of times traffic is stopped at the at-grade crossing, or the duration of the stops. The adverse traffic and safety hazard impacts from the at-grade crossing and proposed interstate freeway traffic on Segment 3 must be identified and analyzed in the DEIR/DEIS. GP-1-10

If Segment 3 does not facilitate interstate truck and vehicular access to I-5 for the reasons noted above, the freeway traffic will exit on Allen Road to utilize Rosedale Highway for access to I-5. Interstate freeway traffic on Allen Road would have a potential significant impact on traffic, safety, and air pollution for the adjacent and surrounding residential neighborhoods between the Westside Parkway and Rosedale Highway. This potential significant impact on the environment is not identified or analyzed in the DEIR/DEIS. GP-1-11

The DEIR/DEIS does not identify or analyze the City Bakersfield's adopted habitat management plan (HMP) for protecting the federally listed Buena Vista Lake Shrew (BVLS) (see BVLS HMP in the attached CD). The DEIR/DEIS does not analyze the potential significant impacts of the Centennial Corridor Project on the BVLS and BVLS HMP. Two U.S. Fish and Wildlife Service memos in the Economic Analysis for the proposed listing of BVLS critical habitat conclude adverse modification and jeopardy are one and the same for the BVLS (see Appendix C and Appendix D in the May 21, 2013 Economic Analysis document provided in the attached CD). Construction of the Centennial Corridor Project across the Kern River may block available Kern River water to the City of Bakersfield's 2,800 acre kern fan water recharge facility. The City of GP-1-12

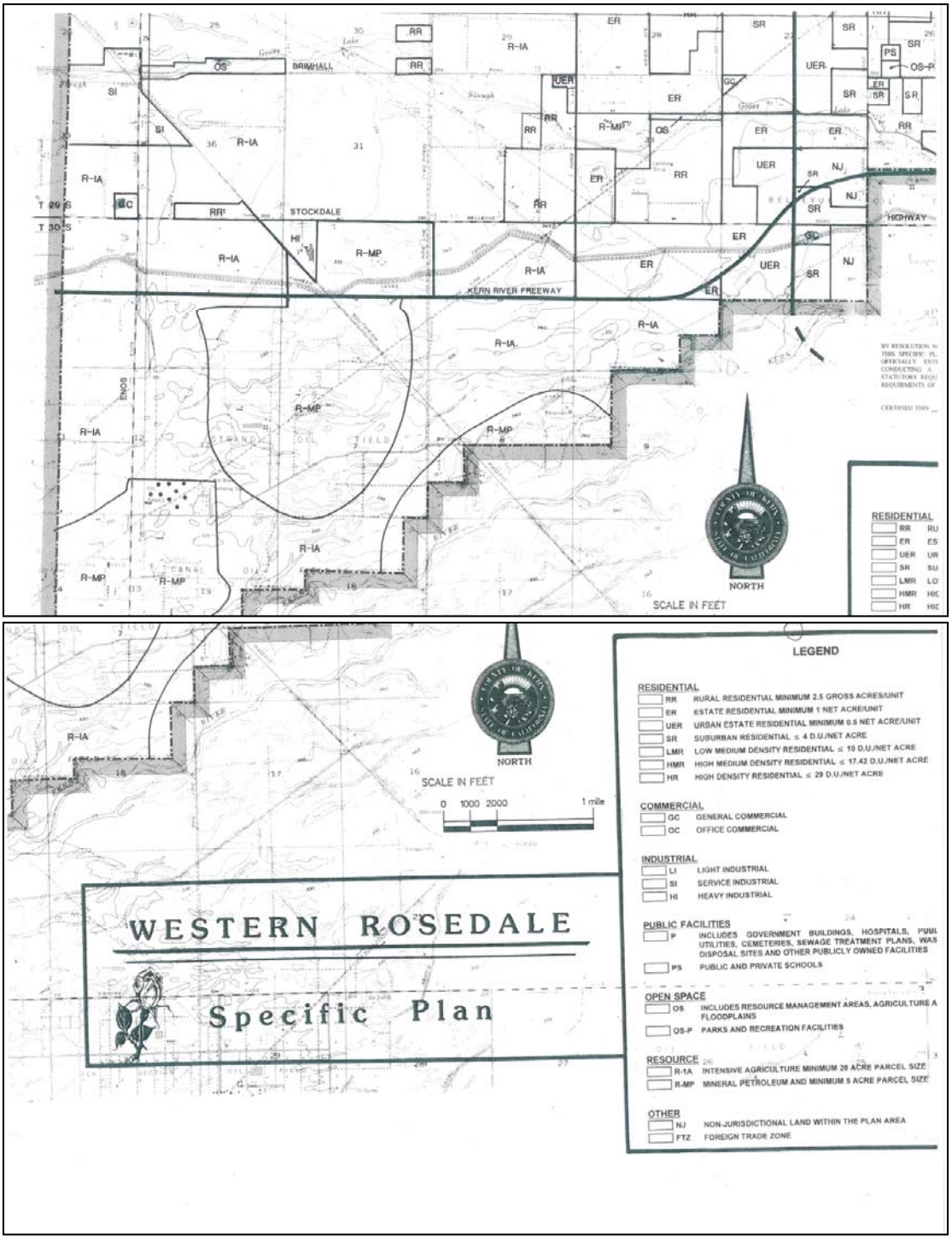
GP-1

Bakersfield's 2,800 acre kern fan water recharge facility contains suitable BVLS habitat as described in the yearly monitoring reports of the BVLS HMP (provided in attached CD). GP-1-12

The DEIR/DEIS needs to be revised and updated as noted and re-circulated for public review and comment. Please inform me when the revised DEIR/DEIS is made available to the public. GP-1-13

Sincerely,

Wayne Clausen


WESTERN ROSEDALE
Specific Plan
NORTH
SCALE IN FEET
0 1000 2000 1 mile
LEGEND
RESIDENTIAL
RR RURAL RESIDENTIAL MINIMUM 2.5 GROSS ACRES/UNIT
ER ESTATE RESIDENTIAL MINIMUM 1 NET ACRE/UNIT
UER URBAN ESTATE RESIDENTIAL MINIMUM 0.5 NET ACRE/UNIT
SR SUBURBAN RESIDENTIAL ≤ 4 D.U./NET ACRE
LMR LOW MEDIUM DENSITY RESIDENTIAL ≤ 10 D.U./NET ACRE
HMR HIGH MEDIUM DENSITY RESIDENTIAL ≤ 17.42 D.U./NET ACRE
HR HIGH DENSITY RESIDENTIAL ≤ 29 D.U./NET ACRE
COMMERCIAL
GC GENERAL COMMERCIAL
OC OFFICE COMMERCIAL
INDUSTRIAL
LI LIGHT INDUSTRIAL
SI SERVICE INDUSTRIAL
HI HEAVY INDUSTRIAL
PUBLIC FACILITIES
P INCLUDES GOVERNMENT BUILDINGS, HOSPITALS, PUBL UTILITIES, CEMETERIES, SEWAGE TREATMENT PLANS, WAS DISPOSAL SITES AND OTHER PUBLICLY OWNED FACILITIES
PS PUBLIC AND PRIVATE SCHOOLS
OPEN SPACE
OS INCLUDES RESOURCE MANAGEMENT AREAS, AGRICULTURE A FLOODPLAINS
OS-P PARKS AND RECREATION FACILITIES
RESOURCE
R-1A INTENSIVE AGRICULTURE MINIMUM 20 ACRE PARCEL SIZE
R-MP MINERAL PETROLEUM AND MINIMUM 5 ACRE PARCEL SIZE
OTHER
NJ NON-JURISDICTIONAL LAND WITHIN THE PLAN AREA
FTZ FOREIGN TRADE ZONE
BRIMHALL
STOCKDALE
KERN RIVER FREEWAY
HIGHWAY
ENOS
R-IA
R-MP
RR
ER
UER
SR
NJ
GC
HI
SI
OS
PS
OS-P

Response to Comment GP-1

Comment Code	Response
GP-1-1	Construction of Segment 3 of the Centennial Corridor from the west end of the Westside Parkway to Interstate 5 is one of two "unconstrained" (non-funded) projects that were considered in the final traffic study. Segment 3 was previously evaluated in the approved *Route 58 Route Adoption Project, A Tier I Environmental Impact Statement/ Environmental Impact Report* (Caltrans, 2001). Segment 3 will not be built until traffic demand indicates widening is needed and there is sufficient funding for construction. In the interim, Stockdale Highway, from Westside Parkway to Interstate 5, would be temporarily adopted as State Route 58, under Build Alternatives A, B, and C. It is noted that in the interim, Stockdale Highway would be designated as a State Route, as opposed to a two-lane undivided interstate freeway as indicated by the commenter. However, the Centennial Corridor Project does include intersection improvements at Stockdale Highway and Enos Lane within the Segment 3 alignment. Improvements at this intersection are needed to enhance traffic operations and safety where two highways (proposed State Route 58 and State Route 43) intersect. Traffic studies have to make assumptions about future conditions in order to model what traffic may be in the future for No-Build and Build alternatives. This is why a built out Segment 3 was included in the Traffic Study for the design year. The Metropolitan Bakersfield General Plan Circulation Element identifies Stockdale Highway from Interstate 5 to Nord Road as a future freeway. Land developer improvements are assumed under the No Build Alternative and Build Alternatives A, B, and C as a condition of entitlement or using funds collected by the Metropolitan Bakersfield Transportation Impact Fee Program. Figure 3-5 of the Traffic Study (Chapter 3) technical report illustrates the Proposed Phase IV Improvements included under the Transportation Impact Fee Program. The graphic illustrates the inclusion of the widening of Stockdale Highway to four lanes from Nord Road to Enos Lane and the installation of traffic signals and intersection improvements at Stockdale Highway and Wegis Avenue and at Stockdale Highway and Nord Road. These intersection improvements and land additions are assumed under all year 2038 no-build and build analysis scenarios. Please see Chapter 3 of the Traffic Study, which explains the travel forecast model, land use assumptions, population projections, future roadway network assumptions for both design year (2038) and opening year (2018) of Segment 2, and anticipated traffic volumes with and without the project.
GP-1-2	Caltrans acknowledges that your statement describes current conditions. Cumulative projects and planned growth in the metropolitan Bakersfield area may lead to changes in the area's zoning, leading to a potential increase in development intensity in the area. Future land use designations surrounding the alternatives for Centennial Corridor are identified in the *Metropolitan Bakersfield General Plan* (2002, as amended) and the *Kern County General Plan* (2007) as shown in Figure 3-2 (provided in Volume 2). Caltrans would not require property owners to construct additional lanes as part of this project; however, the city of Bakersfield and/or County of Kern may require certain roadway improvements if development occurs. The Centennial Corridor Project would make improvements at Stockdale Highway and State Route 43, which would require right-of-way acquisition of Prime Farmland to construct the intersection improvements. However, due to the small size of land required (approximately 4 acres), substantial impacts to farmland operations are not expected. The land owners would receive appropriate compensation allowed by law as described in Section 3.1.4.2, Relocations and Real Property Acquisition.

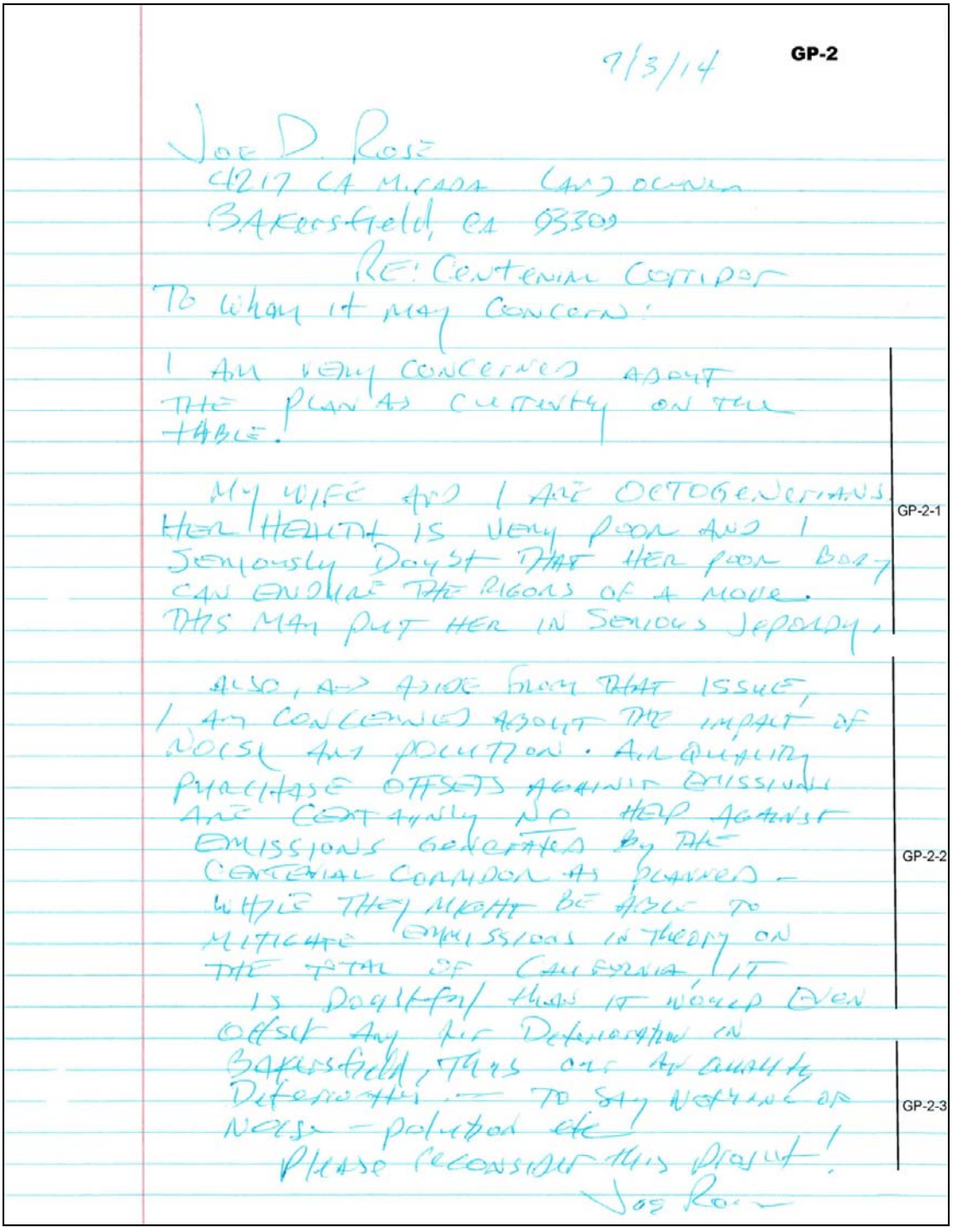
Comment Code	Response
GP-1-3	As discussed in the final environmental document, the build alternatives would result in safety benefits associated with considerably less congestion on local streets. Between Interstate 5 and Nord Road, the proposed State Route 58 would remain a two-lane highway; the traffic study indicates that traffic volumes at this segment in 2038 would be adequately served by a two-lane road. Significant increases in traffic volumes to a level that would cause adverse traffic hazards at this segment of the proposed State Route 58 are not anticipated. Hence, Stockdale Highway provides an improvement in safety as there is a lower volume of slow moving vehicles entering the highway and fewer turning movements for vehicles exiting the highway.
GP-1-4	As discussed in Section 3.1.1.1, Existing and Future Land Use, the study focuses on Segment 1. Segment 2 (also known as Westside Parkway) has been previously evaluated in a separate environmental document. There have been no major changes to the general settings of the area since the environmental document for Segment 2 was approved. A separate environmental document for Segment 3 (Interstate 5 to Heath Road) will be prepared at a later date when appropriate circumstances such as an increase in traffic volumes or the addition of traffic-inducing land use applications justifies its construction. Refer to Response to Comment GP-1-1 regarding Segment 3.
GP-1-5	Improvements to Segment 3 are not part of the Centennial Corridor Project; thus, proposed Segment 3 improvements are not evaluated in the Centennial Corridor final environmental document. Please refer to Response to Comment GP-1-1 for discussions about roadway improvements for Segment 3. Until Stockdale Highway is widened between Heath Road and Enos Lane, Stockdale Highway will remain a two-lane facility. Accident statistics comparable to those reported for State Route 58 east of State Route 99 are not available for Stockdale Highway. However, accident analyses for Rosedale Highway address the entirety of Rosedale Highway from State Route 43 (Enos Lane) to State Route 99, which comprises both two- and four- lane segments. These are reported in the Draft Existing Conditions Report for Rosedale Highway (State Route 58) Improvements, dated April 3, 2008. Over the period from 5/1/2004 to 4/31/2007, the number of accidents along Rosedale Highway totaled 714. The total number of accidents is not as useful for analysis as the “accident rate,” which is typically expressed as accidents per million vehicle miles. The total accident rate was 1.97 for Rosedale Highway, compared with a statewide average of 1.46 for similar facilities. By comparison, the accident rate on the State Route 58 freeway, west of State Route 99 was 1.46 compared with a statewide average of 0.86 for similar facilities. Thus the average rate and the actual rate for non-access controlled facilities, such as Rosedale Highway, is in fact higher than for controlled access facilities such as the existing State Route 58 freeway to the east of State Route 99. As part of the Centennial Corridor Project, improvements at the intersection of Stockdale Highway and State Route 43 would provide safety enhancements by providing traffic signals and turn lanes. Traffic signals at this intersection would minimize side-impact collisions and turn lanes would reduce rear-end collisions. The traffic study indicates that traffic volumes between Interstate 5 and Nord Road would be adequately served by a two-lane road in 2038. As a result, the interim alignment after construction of the Centennial Corridor Project (but before Segment 3 improvements) along the proposed State Route 58 would remain as a two-lane highway between Interstate 5 and Nord Road. Significant increases in traffic volumes to a level that would cause adverse traffic hazards at this segment of the proposed State Route 58 are not anticipated. As mentioned in Response to Comment GP-1-1, a separate environmental document and design plans will be prepared for improvements for Segment 3, which

Comment Code	Response
	will address traffic safety and incorporate design features to enhance safety for the traveling public.
GP-1-6	Refer to Response to Comment GP-1-1 for a discussion regarding Segment 3. Traffic studies have to make assumptions about future conditions to model what traffic may be in the future for the No-Build and Build Alternatives. This is why a built-out Segment 3 was included in the Traffic Study for the design year. Segment 3 will remain at the Tier I, route-adoption level of analysis, which is a general analysis since specific engineering and construction details are not yet available. More detailed analysis will not occur until there is sufficient funding and reasonable traffic demand to justify construction. At that time, a project-level environmental document will be prepared, which will include a detailed traffic study of Segment 3.
GP-1-7	Refer to Responses to Comment GP-1-1 for further discussion on traffic evaluation assumptions of Segment 3. The Traffic Study technical report indicates percent time spent and average speed for the roadway segments. The level of service determination is based on average travel speed as Stockdale Highway is a Class I facility west of Heath Road to Interstate 5. Calculations for the roadway segment and intersection level of service analysis are included in the technical appendix to the Traffic Study technical report. The key study intersections are identified in Figure 2-13 of the Traffic Study technical report. Intersections of interest to the commenter are numbers 4 and 7, and perhaps 8 through 10. Peak-hour intersection turning movement traffic volumes are presented in Figures 3-13, 3-18, and 3-23 of the Traffic Study technical report for year 2038 design year conditions for Build Alternatives A, B, and C, respectively. A four-lane Stockdale Highway between Heath Road and just west of Enos Lane (State Route 43) was assumed for the level of service calculations. Accordingly, four lanes are depicted in the aforementioned figures. Traffic analysis was also conducted based on the two-lane highway level of service definition, as depicted in Table 4-41 of the Traffic Study. According to Table 4-42 of the Traffic Study, the analysis results indicate level of service no worse than “C” along Stockdale Highway. As mentioned previously, only the intersection of Stockdale Highway and Enos Lane within Segment 3 are analyzed as part of the Centennial Corridor Project. A separate environmental document and traffic analysis would be prepared when the need to widen Segment 3 and/or when funding has been identified.
GP-1-8	Construction of Segment 3 of the Centennial Corridor from the west end of the Westside Parkway to Interstate 5 is one of two “unconstrained” (unfunded) projects that were considered in the final traffic study. Segment 3 was evaluated in the approved *Route 58 Route Adoption Project, A Tier I Environmental Impact Statement/ Environmental Impact Report* (Caltrans, 2001). Segment 3 will remain at the Tier I, route-adoption level of analysis until there is sufficient funding and reasonable traffic demand to justify construction. At that time, a project-level environmental document will be prepared. In the interim, Stockdale Highway, from Westside Parkway to Interstate 5, would be temporarily adopted as State Route 58, under Build Alternatives A, B, and C. It is noted that in the interim, Stockdale Highway would be designated as a State Route, as opposed to a two-lane undivided interstate freeway as indicated by the commenter. Section 3.5 of the Traffic Study technical report discusses future year truck volumes. Table 3-14 within that section identifies average daily traffic total volumes and truck volumes by axle grouping. The reported “East of Interstate 5” volumes are most relevant to the commenter’s concerns. The reported “East of Enos Lane” volumes are appropriate for the Renfro Road to Nord Road segment. Based on these volumes, the project will not incur significant traffic safety hazards in Segment 3.

Comment Code	Response
GP-1-9	Refer to Response to Comment GP-1-8 for a discussion of assumptions related to the evaluation of Segment 3. The Traffic Study technical report included highway segment and intersection level of service analysis for Stockdale Highway west of Heath Road, to be temporarily adopted as State Route 58 under the build alternatives. Section 4.11 of the Traffic Study technical report, beginning on page 303, identifies the roadway improvement assumptions pertaining to Segment 3—Heath Road to Interstate 5. As a state roadway facility, widening of the facility from two lanes to four lanes, even as an interim configuration, will be designed to meet Caltrans' Highway Design Manual standards for conventional highways. These standards specify all components of the facility to ensure that the facility provides a safe environment for the traveling public. A widening plan for Segment 3, Stockdale Highway west of Heath Road, has not been prepared because it is not part of the Centennial Corridor Project; thus, proposed Segment 3 improvements are not evaluated in the Centennial Corridor final environmental document. When the need to widen Segment 3 is identified, a separate environmental document, traffic analysis, and safety analysis would be conducted.
GP-1-10	Improvements to Segment 3 are beyond the scope of this final environmental document. When traffic demand necessitates improvements to Segment 3, a separate environmental document would be prepared. The existing at-grade rail crossing along Stockdale Highway, east of Enos Lane would be analyzed as part of the Segment 3 environmental document.
GP-1-11	In the absence of Segment 3 improvements, motorists traveling west to Interstate 5 from State Route 58 have a number of route choice opportunities, one of which would be the utilization of Allen Road as a connection to Rosedale Highway. Although it is possible for motorists to take the route via Allen Road, as explained by the commenter, Rosedale Highway, west of Allen Road is currently a two-lane road similar to the future Stockdale Highway (future State Route 58) roadway configuration. Most motorists will continue on a direct path traveling towards Interstate 5, via Stockdale Highway because Rosedale Highway does not provide additional travel lanes and requires a longer route to Interstate 5. With the completion of construction of the existing Westside Parkway to Heath Road, the advantage of the Stockdale Highway route will become increasingly apparent. The likelihood of anyone selecting the commenter's proposed route of Westside Parkway to Allen Road, Allen Road to Rosedale Highway, Rosedale Highway to Enos Lane, Enos Lane to Blue Star Memorial Highway (existing State Route 58), and Blue Star Memorial Highway to Interstate 5 will be remote.
GP-1-12	Caltrans acknowledges that the 2,800-acre Kern fan recharge facility contains suitable habitat for the Buena Vista Lake Shrew; however, the Kern fan recharge facility is located along the Kern River, south of Stockdale Highway (proposed State Route 58) between Enos Lane and Renfro Road. The results of the *Natural Environment Study* indicated that Buena Vista Lake Shrew was not observed during biological surveys and was not expected to occur in the biological study area for the Centennial Corridor Project. The construction of the Centennial Corridor Project is also outside of the Kern fan recharge facility and direct impacts are not anticipated. The commenter is suggesting that the Centennial Corridor Project's bridge structure that would span the Kern River would produce indirect effects to suitable Buena Vista Lake Shrew habitat by blocking Kern River water from reaching the Kern fan recharge facility downstream. Each of the build alternatives includes a bridge over the Kern River, including structures that would be placed in the river; however, the bridge structures would not result in a significant blockage of water to the Kern fan water recharge facility as noted in the comment. The structures to be constructed within the Kern River to support the bridge structure are approximately 0.009-acre in

Comment Code	Response
	size at the surface of the Kern River. This marginal increase in impervious area due to the proposed bridge structure is not anticipated to block Kern River water to the Kern fan water recharge facility or other sites downstream and produce significant effects downstream to the Buena Vista Lake Shrew critical habitat. Therefore, impacts to Buena Vista Lake Shrew and its habitat are not discussed in the final environmental document, nor would mitigation measures be required; a discussion regarding the Buena Vista Lake Shrew habitat management plan referenced by the commenter is not required in the final environmental document. Preferred Alternative B would not have significant effects on the available water to the city of Bakersfield's water recharge facility downstream.
GP-1-13	Per your request, you will be added to the mailing list for notification when the final environmental document is ready for public review. Caltrans has determined that recirculation of the draft environmental document is not required. Per the California Environmental Quality Act, Article 7, Section 15088.5, a draft environmental document is required to be recirculated for public review, when significant new information is added to the environmental impact report after public notice is given of the availability of the draft environmental document for public review but before final environmental impact report is certified. "Information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an environmental impact report is not "significant" unless the environmental impact report is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that Caltrans has declined to implement. "Significant new information" requiring recirculation includes: 1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented. 2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance. 3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but Caltrans declines to adopt it. 4) The draft environmental impact report was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Recirculation is not required when the new information added to the environmental impact report merely clarifies or amplifies or makes insignificant modifications in an adequate environmental impact report. Additionally,recirculation of, or releasing of a supplemental environmental impact statement is not required for this project either, since there have been no substantial changes in the proposed action relevant to environmental concerns, nor have significant new circumstances or information relevant to environmental concerns been identified. Caltrans has identified Segment 3 as a separate project requiring the preparation of a standalone environmental document. In addition, the Centennial Corridor Project would not impact the Buena Vista Lake Shrew and its critical habitat. Based on Caltrans' assessment of your comment requesting the recirculation of the draft environmental document, Caltrans has determined that recirculation of the Centennial Corridor Project's environmental document is not required and has prepared this final environmental document for public review.

Comment GP-2



9/3/14 GP-2

Joe D. Rose
4217 CA Mi Casa (and) Ocean
Bakersfield, CA 93309

RE: Centenial Corridor

To whom it may concern:

I am very concerned about the plan as currently on the table.

My wife and I are Octogenerians. Her health is very poor and I seriously doubt that her poor body can endure the rigors of a move. This may put her in serious jeopardy. GP-2-1

Also, aside from that issue, I am concerned about the impact of noise and pollution. Air quality purchase offsets against emissions are certainly no help against emissions generated by the Centenial Corridor as planned - while they might be able to mitigate emissions in theory on the 4th of July, it is daily/ that it would even offset any air deterioration in Bakersfield, this one air quality deterioration - to say nothing of noise - pollution etc GP-2-2

Please reconsider this project! GP-2-3

Joe Rose

Response to Comment GP-2

Comment Code	Response
GP-2-1	Thank you for your comments. Caltrans understands that the relocation process may be difficult for some individuals, especially those people with special needs—including those who may be elderly and/or disabled. Caltrans' policy is that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole. As currently designed, your property is required to construct the freeway; however, property acquisition and right-of-way requirements will not be finalized until the final design phase of the project. Any person to be displaced will be assigned to a Relocation Advisor, who will work closely with each displacee to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee. In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our *Summary of Relocation Benefits* is found in Appendix D in Volume 2 of the Centennial Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: http://www.dot.ca.gov/hq/row/. Under *Publications*, you will find the following: • *Relocation Assistance for Residential Relocations* • *Your Property, Your Transportation Project* These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.
GP-2-2	Construction of the Preferred Alternative B alignment would bring traffic and associated air pollutants closer to your neighborhood. However, the air quality study prepared for the Centennial Corridor Project indicates that potential air quality impacts were found to be less than significant and that the project would improve regional air quality due to reduction in congestion on local roadways and vehicle idling. Improvements to air quality are also attributed to the improved pollution emission performance of a modernizing fleet of all vehicles, especially heavy diesel trucks, as a result of Federal and State fuel content and engine emissions rules. In addition, the results of the air quality analysis indicate that the Centennial Corridor Project would be within regional and Federal air quality standards and would not cause or contribute to a violation of any air quality standards. More detailed information on air quality analysis can be found in Section 3.2.6, Air Quality. To further minimize air quality pollutants within the general area of the project, Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District. Through this agreement, targeted improvements will be provided within the general area along the Preferred

Comment Code	Response
	Alternative B alignment. See Appendix L, Volume 2, for information on the programs and grants that are offered to local businesses, residents and municipalities that are designed to generate real and quantifiable reductions for the Bakersfield area through this Voluntary Emission Reduction Agreement. With the programs offered to residents near the project alignment, reductions in construction emissions within the project area would be reduced by the following in three years: • Year 1 – 1.9 tons of reactive organic gasses/33.6 tons of nitrous oxides/7.6 tons of particulate matter (PM_{10}). • Year 2 – 1.45 tons of reactive organic gasses/16.5 tons of nitrous oxides/7.3 tons of particulate matter (PM_{10}). • Year 3 – 0.4 tons of reactive organic gasses/2.55 tons of nitrous oxides/0.7 tons of particulate matter (PM_{10}). In addition to the Voluntary Emission Reduction Agreement, the Centennial Corridor Project would provide a one-time $200,000 grant to a non-profit organization(s) to give trees to residents along the Preferred Alternative B alignment. The voluntary tree-planting program would allow property owners to have this air quality mitigation on their property if they are willing to take responsibility of watering and care for the tree(s). The estimate of $200,000 is based on the commercial-nursery cost of providing one 24-inch boxed tree for each property within 500 feet of the freeway. Trees would be planted within private properties on a voluntary basis, with the highest priority of tree plantings to environmental justice communities within1,000 feet of the Preferred Alternative B alignment, and secondly, properties within 500 feet of each side of the Alternative B alignment. If trees are available after the primary and secondary targeted areas, property owners within 1,500 feet of each side of the alignment would be given an opportunity for tree plantings. If trees are still available, they may be planted at other locations in consultation with and approved by the city of Bakersfield.
GP-2-3	The potential short- and long-term noise effects of the project and measures to address those effects are detailed in Volume 1, Section 3.2.7, of the final environmental document. At 4217 La Mirada, the predicted future peak hourly average traffic noise level at Receiver RB-20 would be 65 decibels, which is 14 decibels higher than the existing peak hourly noise of 52 decibels. Therefore, a 14-to16-foot-high sound wall (Sound wall S530) was found feasible and is recommended for this area, which would reduce the noise level to 56 to 57 decibels, resulting in a net increase of 4 to 5 decibels in comparison to the existing noise level.

Comment GP-3

GP-3

My NAME IS DAVID BAINTON
I've lived IN Bakersfield all
my life with my wife & 4 kids
Loretta & I moved into our
house AT 804 Del Rey Ct IN 1967
IT WAS ARE first house AND
only house.
The house WAS brand
new SO everything IN the house
AND yard WE did put IN NOW
layed bricks, poured cement
painted put IN A SWIMMING
pool watch our kids grow
up there first Dates, All our
the memories. Two of our Living
kids were killed while living
AT 804 Del Rey Ct but we CAN
still see & fill them living with
us 5 dogs have come & died
Buried burial IN back yard.
I CAN still sit & enjoy
my back yard AND still remember
all the good time we had AS
A family AND NOW you ARE going
to take that from us just for
the price of our house. That
itself is priceless

GP-3-1

GP-3

When we moved in we were in our 20 The house had nothing front yard or back yard we did everything inside & out Now we Are forced to leave our house At 80 Kelley Ct And move into A replacement for the price of our house. Nobody moves into A nother house with out Changing Paint plants furniture and the list goes on.

GP-3-2

We're both Are in our late 60 & 70 on disability living on SS And being forced to use our retirement money to move.

Caltrans didn't give us And time to plan for this move And we will have to pay out of pocket for All the unexpected Charges.

GP-3

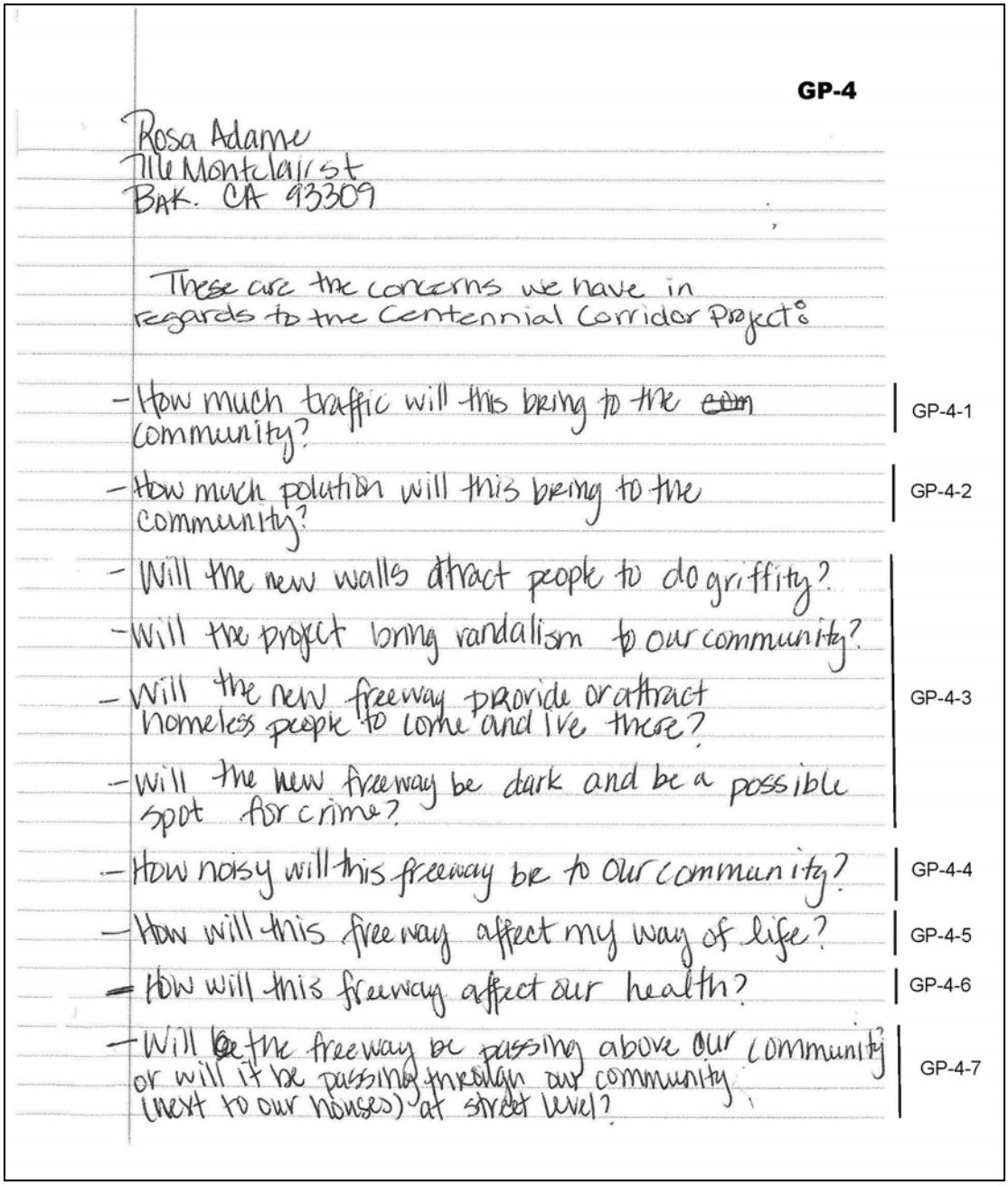
We added footage to our house, the one thing that really bothers me is our two cats when we move they will get lost or killed there only used to yousT of this house. Allso our neighbors across the street. there all left to see the mess and Look at the Freeway. We lived here for 47 years been told three times the Freeway is coming thru our neighborhood and the changed there minds. We Love our house were sixtyeight and seventy six years of age. to move were going to buy new Furniture, and Redo our Flower beds, David put a lot of work into our house we have a nice size Lot. these Days the yards are Lot smaller

GP-3-3

Response to Comment GP-3

Comment Code	Response
GP-3-1	Caltrans is sensitive to the role housing may play in our lives and understands the relocation process may be difficult for some individuals, especially those people with special needs, as well as those who may be elderly and/or disabled and on fixed incomes. Houses are not just buildings but often homes filled with irreplaceable family memories of a special time and rooted to a particular place. Caltrans has developed policies and programs to ease the hardships that face displaced persons as a result of projects designed to benefit the public as a whole. As currently designed, your property is required to construct Preferred Alternative B; however, property acquisition and right-of-way requirements will not be finalized until the final design phase of the project. Any person to be displaced will be assigned to a Relocation Advisor, who will work closely with each displacee to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others whom they may choose to also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee. In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our *Summary of Relocation Benefits* is found in Appendix D in Volume 2 of the Centennial Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: http://www.dot.ca.gov/hq/row/. Under *Publications*, you will find the following: • *Relocation Assistance for Residential Relocations* • *Your Property, Your Transportation Project* Copies of the final environmental documents, including Volume 2, Appendix D, *Summary of Relocation Benefits*, are also available at the Beale Memorial Library, Halloway-Gonzalez Branch Library, Eleanor Wilson Branch Library, Bryce C. Rathburn Branch Library, and the Southwest Branch Library in Kern County. These publications augment the information contained here and may provide another source of valuable information that may assist you in discussions with your assigned Relocation Advisor who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.
GP-3-2	Caltrans understands the time involved in moving to a new residence, and we will work with you to make it as smooth a transition as we can. We will compensate the expenses you incur in moving as mandated by the Uniform Relocation Act and you will not be required to use your retirement savings. Refer to Response to Comment GP-3-1 for information regarding relocation assistance.
GP-3-3	Prior to acquisition of properties, the value of the property (including upgrades) would be appraised by a certified real estate agent. Refer to Response to Comment GP-3-1 for information on property acquisition.

Comment GP-4



GP-4

Rosa Adame
711e Montclair st
Bak. CA 93309

These are the concerns we have in regards to the Centennial Corridor Project

- How much traffic will this bring to the ~~com~~ community? GP-4-1
- How much polution will this bring to the community? GP-4-2
- Will the new walls attract people to do griffity? GP-4-3
- Will the project bring vandalism to our community?
- Will the new freeway provide or attract homeless people to come and live there?
- Will the new freeway be dark and be a possible spot for crime?
- How noisy will this freeway be to our community? GP-4-4
- How will this freeway affect my way of life? GP-4-5
- How will this freeway affect our health? GP-4-6
- Will ~~be~~ the freeway be passing above our community or will it be passing through our community (next to our houses) at street level? GP-4-7

Response to Comment GP-4

Comment Code	Response
GP-4-1	Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, discusses potential impacts to vehicular traffic and circulation. The purpose of the Centennial Corridor Project is to provide route continuity from State Route 58 to Interstate 5 and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County. The project is not anticipated to generate additional traffic in neighborhoods. Local intersections with traffic signals along State Route 58 currently operate at level of service E or F during at least one of the peak hours. This condition is expected to worsen as the population grows. Results of the traffic study showed the build alternatives would provide better traffic flow for all vehicles, including trucks and personal vehicles, due to direct route continuity compared to both the existing condition and the No Build Alternative in the future years. The additional capacity provided by the build alternatives compared to the No Build Alternative would also help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway. The project is expected to benefit those residents who live and work in Bakersfield and improve east-west mobility for anyone traveling across the city.
GP-4-2	*Permanent Air Quality Effects* The air quality study prepared for the Centennial Corridor Project indicates that potential air quality impacts were found to be less than significant and that the project would improve regional air quality due to reduction in congestion on local roadways and vehicle idling. Improvements to air quality are also attributed to the improved pollution emission performance of a modernizing fleet of all vehicles, especially heavy diesel trucks, as a result of Federal and State fuel content and engine emissions rules. In addition, the results of the air quality analysis indicate that the Centennial Corridor Project would be within regional and Federal air quality standards and would not cause or contribute to a violation of any air quality standards. To further minimize air quality pollutants within the general area of the project, Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District. Through this agreement, targeted improvements will be provided within the general area along the Preferred Alternative B alignment. More detailed information on air quality analysis can be found in Section 3.2.6, Air Quality. *Air Quality Effects during Construction* Construction of the project has the potential to create temporary air quality impacts through the use of heavy-duty construction equipment. Fugitive dust emissions would result from earthwork and onsite construction activities. Reductions in fugitive dust can be achieved by onsite minimization measures. Compliance with the standard conditions SC-CI-20 through SC-CI-22 listed under Avoidance, Minimization, and Mitigation Measures – Air Quality, Standard Conditions (refer to Section 3.6, Construction Impacts), would reduce construction emissions. Some of these measures to control dust include using water or chemical stabilizer/suppressant, covering disturbed areas with tarps, and limiting speeds in unpaved areas. With the implementation of minimization measures, air quality impacts related to construction are less than significant. Air emissions associated with construction activity would be temporary and would cease to occur after project construction is completed. *Stormwater Runoff Effects* As discussed in Section 3.2.2, Water Quality and Stormwater Runoff, the Centennial Corridor Project would increase the impervious surface area and potentially increase stormwater runoff. Infiltration basins are proposed to collect runoff from the proposed improvements, which would help ground infiltration, reduce offsite runoff volumes and velocities, and remove pollutants in stormwater. Implementation of

Comment Code	Response
	treatment best management practices would reduce pollutants in stormwater runoff and reduce potential adverse impacts to surface water and groundwater.
GP-4-3	*Graffiti and Vandalism* During right-of-way acquisition, which is expected to take about 2 years, buildings and homes would be acquired and demolished. To minimize graffiti and vagrancy problems associated with vacant buildings, a strategy for handling the acquired properties would be developed to include the following options: (1) rent the homes and businesses on a month-to-month basis to keep them occupied as long as possible in advance of demolition; or (2) demolish each building as soon as feasible after acquisition. Vacant structures subject to demolition would be demolished prior to other scheduled construction activities, such as grading and paving, when feasible. This latter option would result in vacant lots interspersed in business areas and neighborhoods. The city of Bakersfield and the County of Kern shall enter into maintenance agreements with Caltrans. The maintenance agreement with the city of Bakersfield will include maintenance of the enhanced aesthetic treatment, including graffiti removal (if required). In addition, anti-graffiti measures for walls (retaining/sound walls) may include vegetation such as trees, shrubs, or vines. *Attracting Homeless People* Additionally, it is acknowledged that, like many cities across California, there are homeless and transient people in various locations in Bakersfield, including areas in and around the downtown area. As a result, homeless and transient people may either walk or take buses away from the downtown areas to areas such as local neighborhoods. There is no way to restrict access by homeless and transient people to certain areas in Bakersfield; however, if they are breaking the law or municipal code (e.g., sleeping in public places), the Bakersfield Police Department can physically remove them from an area or restrict their access to an area. In addition, the strategy for handling acquired properties, as discussed previously, would be implemented in order to decrease the amount of vacant buildings. This may potentially diminish the attractiveness of the neighborhood to homeless and transient people from illegally trespassing vacant residential properties. *Lighting and Crime* Night lighting will be used during construction and during operation of the finished roadway. Lighting will be consistent with Caltrans standards and would be installed at interchanges and bridges; however, freeway lighting may not deter criminal activity.
GP-4-4	The potential short- and long-term noise effects of the project and measures to address those effects are detailed in Section 3.2.7 of the final environmental document (Volume 1). A comparison of current noise levels to the projected noise levels in 2038 under the No Build Alternative and the build alternatives is provided. Results of the noise analysis for each build alternative indicate traffic noise would generally increase as a result of the build alternatives. For Alternative B, traffic noise is anticipated to increase between zero and 26 decibels, depending on noise receiver locations relative to the project. To mitigate for noise impacts, sound walls were found reasonable and feasible to provide adequate noise abatement; 25 sound walls ranging in height from 8 to 16 feet would be constructed as part of the project. For Alternative B, sound walls are anticipated to reduce traffic noise levels by between 1 and 12 decibels. As a result, future predicted traffic noise levels with the recommended abatement measures (sound walls) would range from 54 to 75 decibels. Practical comparisons of these sound levels for illustrative purposes could be moderate running water at 54 decibels and normal street level noise at 75 decibels.

Comment Code	Response
GP-4-5	Measuring the effects of the Centennial Corridor Project to an individual's way of life is subjective. Several factors may contribute to an individual's perception of quality of life, such as the opportunity for forming friendships, the attachment of residents to their particular neighborhood, and a positive sense of the nearby physical and cultural environment. Table 3.5 (Volume 1) in Section 3.1.4.1, Community Character and Cohesion, demonstrates how survey responders to Caltrans' 2009 questionnaire perceive the quality of life within their particular subcommunity or neighborhood.
GP-4-6	Measuring the potential health impacts of the Centennial Corridor Project on an individual is difficult without knowledge of their existing health conditions. As discussed previously in Response to Comment GP-4-2, construction of the project may result in potential short-term air quality impacts that would be temporary and would cease to occur after project construction is completed; however, with the implementation of air quality minimization measures, potential air quality impacts would be less than significant. Additionally, GP-4-2 discusses potential impacts to water quality and storm runoff, as well as mitigation plans for any potential affects.
GP-4-7	Alternative B, selected as the Preferred Alternative, runs westerly from the existing State Route 58 (East)/State Route 99 interchange for about 1,200 feet, south of Stockdale Highway. Then it turns northwesterly and spans Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway near the Mohawk Street interchange. This alignment depresses the Centennial Corridor (i.e., the roadway would be lower than the existing ground level) between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to help traffic circulation. An undercrossing at Ford Avenue was also considered and Caltrans has decided to implement the crossing.

Comment GP-5

GP-5

Michael Werlinich
4309 Kern Field Dr
Bakersfield, CA 93309

7/5/14

Regarding: Centennial Corridor Project

California is in the beginning of an extreme drought. The federal government has deemed Kern a natural disaster area. State mandate is to reduce water by 20% by bussinesses. Caltrans' mitigation of air borne particle matter (PM) is to spray water on the ground every time the earth is disturbed. If 20% less water is to be used by all bussinesses Caltrans will mitigate the increased PM by paying a mitigation fee to be compliant. This fee does not reduce the risk of valley fever spores in the air nor does it reduce the exposure to the surrounding population including the Stockdale Christian School less than 400 ft from the project. How do you plan to mitigate the risk of exposure to these children and senior citizens which use the stockdale church campus. Children have higher respertory rates and need additional protecten. The senior citizens have health complications which need additional protection.

GP-5-1

GP-5-2

Michael Werlinich

Response to Comment GP-5

Comment Code	Response
GP-5-1	The use of water is required during construction for dust control in accordance with San Joaquin Valley Air Pollution Control District regulations. Payment of a mitigation fee to the San Joaquin Valley Air Pollution Control District is in addition to the use of water during construction. Although there are water restrictions imposed by local and state agencies, Caltrans is required to follow San Joaquin Valley Air Pollution Control District regulations in controlling dust and other particulate matter. It is difficult, if not impossible, to determine the exact impact of water usage on the city, county, or state from construction of the Centennial Corridor Project because of the varying type of construction activities, topography, equipment used, etc. Please refer to Section 3.2.1, Hydrology and Floodplain, and Section 3.2.2, Water Quality and Stormwater Runoff, for more information about water resources impacted by the project, and mitigation and conservation efforts.
GP-5-2	Caltrans has outlined appropriate mitigation efforts for Valley Fever and air quality, including the use of a chemical stabilizer/suppressant, tarps and vegetative groundcovers, and water. It is recognized that temporary soil disturbance during construction grading activities could cause fungal spores (if present) to become airborne, potentially putting residents at risk of contracting Valley Fever. However, there are many preventive and precautionary measures that can be undertaken by individuals to reduce exposure, including the use of dust masks when conducting outdoor activities; seeking prompt medical treatment if flu-like or respiratory illness occurs during or within a few weeks following outdoor activities; getting a *coccidioidin* skin test to determine susceptibility to the disease. Compliance with Standard Condition SC-CI-21, under the Avoidance, Minimization, Mitigation Measures in Section 3.6 of the final environmental document (Volume 1), would control dust during project construction. As a result, those measures would reduce the potential for contact with *Coccidioides immitis* spores and, as such, the potential for health impacts associated with Valley Fever during construction of the project would be minimized. Please refer to Section 3.6, Standard Condition SC-CI-21, under Avoidance, Minimization, and Mitigation Measures (Volume 1), for further information regarding preventive measures for Valley Fever. In regards to other potential health risks associated with the project, construction of the project may result in potential short-term air quality impacts related to dust and equipment emissions that would be minimized by implementing Standard Conditions SC-CI-20 through SC-CI-22, under the Avoidance, Minimization, and Mitigation Measures in Section 3.6 of the final environmental document (Volume 1). Implementing these measures would reduce the risks of adverse health effects, such as asthma and other respiratory conditions, during project construction. Air quality impacts related to the project were determined to be less than significant.

Comment GP-6

GP-6

Carmen M Genter
4101 Charter Oak Ave
Bakersfield Ca. 93309

Mis Comentarios Con respecto a este proyecto. Son en Contra de que se realicen: GP-6-1

Creo que a mi Salud no afectara, por favor tomen de soluciones la Construccion del proyecto de diferencia; Manera sin Causar tantas daños en las Vidas de todos los que vivimos en esta area por tantos años. GP-6-2 GP-6-3

Carmen M Genter

6-28-14

English Translation:

My comments, in respect to the project, are against its realization: GP-6-1

I believe my health will be affected. GP-6-2

Please, try to find a solution for the construction of the project in a different manner without causing too much disaster in the lives of many who have been living here for plenty of years. GP-6-3

Carmen M Genter

Spanish Translation:

Código del comentario	Respuesta
GP-6-1	Gracias por participar en el proceso de estudios al medio ambiente para el proyecto *Centennial Corridor*. Su oposición al proyecto ha sido tomado en cuenta.
GP-6-2	Caltrans entiende la dificultad de un cambio para residentes que han vivido en sus casas por largo tiempo y que ahora puedan ser afectados por este proyecto. El proyecto *Centennial Corridor* implementaría medidas para minimizar efectos negativos a la salud. Por favor vea la sección 3.6, Impactos de construcción, en el Volumen 1 del documento de estudios al medio ambiente final, cual incluye medidas para ser implementadas por Caltrans durante la construcción con fin de reducir la cantidad de polvo al aire. Tal como es discutido en la sección 3.2.6, Calidad de aire, el proyecto no contribuirá a violaciones de las leyes de calidad de aire con respecto a monóxido de carbono. Un análisis para predecir el nivel de impactos a nivel local, de partículas de materia (PM10 y PM 2.5) resultando de las operaciones de transito, demuestran que el proyecto no causará nuevas violaciones de las leyes sobre partículas de materia. Impactos posibles resultando de operación y construcción del proyecto, a la calidad de aire, han sido calificados como menos que significativos.
GP-6-3	El propósito de este proyecto es resolver el problema de falta de continuidad en la ruta estatal 58 (SR-58, por sus siglas en inglés); cual contribuye al congestionamiento en autopistas cercanas y calles locales. Sin las mejoras planeadas, congestionamiento empeorará ya que ambos la población y la cantidad de vehículos, incluyendo camiones de carga, se espera incrementara en Bakersfield y en toda la región. Favor de ver la sección 1.2, Propósito y necesidad, en Volumen 1 para más información. Caltrans ha completado estudios del medio ambiente extensos e investigaciones en transcurso de varios años para cuidadosamente evaluar las alternativas e impactos asociados con este proyecto. Sólo después de comparar y pesar los beneficios e impactos de las alternativas A, B y C; cuales son resumidos en las tablas S.1 y 2.1, del Volumen 1 del documento de estudios al medio ambiente final, donde Caltrans identificó la alternativa B como la alternativa preferida. Además de evitar el uso de propiedades históricas y parques; y al mismo tiempo minimizando impactos a poblaciones en necesidad de justicia ambiental, la alternativa B también es la menos costosa de las tres, costando más de $100 millones menos. Aunque impactos no pueden ser evitados del todo durante construcción del proyecto, ciertas medidas serán tomadas para reducir inconvenientes a los residentes. Estas incluyen implementar desvíos durante el cierre de calles/carriles, notificación por avanzado a los residentes durante el traslado de utilidades, etc. Medidas de mitigación durante la construcción son resumidas en la sección 3.6, Impactos de construcción. Impactos a la comunidad han sido reducidos a través de varias medidas de mitigación; incluyendo el proveer acceso para peatones y ciclistas a lo largo del proyecto en ciertos lugares con sobrecruces, diseño con uso de tratamiento estético, minimización de ruido con instalación de paredes, preservación de árboles maduros al nivel más alto posible y reemplazar en proporción todo árbol y planta cortada al uno por uno y siendo especialmente sensible y proveer atención aumentada para personas con necesidades especiales – especialmente para aquellos de edad avanzada, discapacitados y para poblaciones perteneciendo a grupos de bajos ingresos – como parte del proceso de reubicación.

Response to Comment GP-6

Comment Code	Response
GP-6-1	Thank you for participating in the environmental process for the Centennial Corridor Project. Your opposition to the project is acknowledged.
GP-6-2	Caltrans understands the difficulty of change for long-time residents who may be affected by this roadway improvement project. The Centennial Corridor Project would implement measures to minimize negative effects on people's health. Please see Section 3.6, Construction Impacts, in Volume 1 of the final environmental document, which includes measures Caltrans will use during construction to reduce the amount of dust in the air. As discussed in Section 3.2.6, Air Quality, the project would not contribute to a violation of air quality carbon monoxide standards. An analysis to predict the level of local impacts from particulate matter (PM_{10} and $PM_{2.5}$) as a result of traffic operations showed the project would not cause a new violation of particulate matter standards. The project's potential operational and construction related air quality impacts were determined to be less than significant.
GP-6-3	The project is intended to solve the problem of State Route 58's current lack of continuity, which contributes to traffic congestion on adjoining highways and local streets. Without planned improvements, traffic congestion will worsen because both population and the number of motor vehicles, including trucks, are expected to increase in Bakersfield and throughout the region. Please see Section 1.2, Purpose and Need, in Volume 1 for more information. Caltrans completed extensive environmental studies and research over many years to carefully evaluate project alternatives and impacts associated with this project. Only after comparing and weighing the benefits and impacts of Alternatives A, B, and C, which are summarized in Tables S.1 and 2.1 of Volume 1 of the final environmental document, did Caltrans identify Alternative B as the Preferred Alternative. In addition to avoiding parks and historic properties and having the least impact on environmental justice populations, Alternative B is also the least expensive of the three alternatives, costing more than $100 million less. Though impacts cannot be entirely avoided during construction of the project, measures will be implemented to reduce inconveniences to residents. These include implementing traffic detours during road/lane closures, advance notification of residents during utility relocations, etc. Mitigation measures during construction are summarized in Section 3.6, Construction Impacts. Community impacts have been reduced through implementation of several mitigation measures, including providing access across the Preferred Alternative B alignment at certain locations with pedestrian and bicycle overcrossings, use of aesthetic design treatments, noise abatement in the form of sound walls, preserving as many mature trees as practical and replacing all trees on a 1:1 basis and other landscaping, and being especially sensitive and providing enhanced attention to people with special needs—especially the elderly, disabled, and low-income population groups—as part of the relocation process.

Comment GP-7

GP-7

Cal Trans RE: Centennial Corridor Plan B 7-7-14

These are many questions you can answer

1) Why leave 2 corner properties at Montclair + Easton + Charter Oaks + Easton standing alone when you take away everything on the side + behind like an island? Take us away with our neighbors + let Easton be the natural dividing line. Think of our isolation + danger being done. GP-7-1

2. Don't you think we deserve a good quality of life, free from dust, dirt, noise, vibration from construction machines + the fwy so very close to our homes which were inhabited for almost 25+ 45 years? GP-7-2

3. We would need dual pane windows to help alleviate some of the problems. How are we able to afford this as senior citizens?

4. How will our pools be maintained? They need more cleaning. Right now we pay $90/month. This uses more power + water.

5. Will you provide a good pool cover?

6. Why would we want to be on island by ourselves? We would get more insects, pests + other unwanted trash. If we had wanted to live on a 1 house cul de sac we would have bought it. GP-7-3

7. Why would so many of us seniors have to suffer years of health problems caused by the construction of the fwy? GP-7-4

8. Why would we want to be inconvenienced by construction semis? GP-7-5

9. Who wants to be delayed by only exiting on Easton out to Calif. + 1 way on Montclair, instead of getting out to Stockdale Hwy? GP-7-6

10. How would we ever be able to sell our homes right next to a fwy? GP-7-7

11. Where is the sense of community? Why are we cut off? GP-7-8

12. Why should we have to fear living all by ourselves? GP-7-9

13. Which one of you would like to be in our position, being left behind to suffer so long for 3 years construction time? GP-7-10

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14. Why do we have to spend money & time fighting this fwy? GP-7-11
15. I'm a retired German teacher. I don't want to live next to the "Bakersfield Wall" that divides a community like the Berlin Wall GP-7-12
16. Why take apart a nice living area when you could recreate? GP-7-13
17. Why should taxpayers have to spend so much money a 2 mile stretch? GP-7-14
18. Why does Bkfd need this fwy? No traffic is it congested GP-7-15
19. What are the advantages to this fwy? GP-7-16
20. How will our pets, plants, flowers, trees fare with this construction? GP-7-17
21. Are you going to pay us for extra cleaning people? GP-7-18
22. How will our cars fare? GP-7-19
23. Will our cars have more mechanical problems? GP-7-20
24. How will we be compensated for our inconvience & stress? GP-7-21
25. People we know relocate from fwy construction & been relocated fare better than those left behind. How will our lives get back to normal? GP-7-22
26. How will we live with the fwy lights? GP-7-23
27. How will we put up with the noise of shifting vehicle gears right by our property? GP-7-24
28. Will we have to spend more money on water for the house & yard because neighbors are not nearby, No moisture GP-7-25
29. Will our utilities be affected because of construction? GP-7-26
30. Will our houses suffer cracks from construction vibration? GP-7-27
31. Will items inside break due to vibrations? GP-7-28
32. How will Cal Trans, RMP or any other contractor help us with concerns to GP-7-29

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33. The homes near Westside Parkway don't seem to have a good quality of life now. How will ours be improved? GP-7-30

34. Won't we have more crime so close to the fury like sitting ducks? GP-7-31

35. How do we know how the quality & quantity of the ground water will be affected? GP-7-32

36. This home was a model home. That's 1 of the reasons I bought it. I like the neighborhood. Why are you tearing us apart? GP-7-33

Emily Gellman
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Response to Comment GP-7

Comment Code	Response
GP-7-1	Thank you for your comments. Caltrans understands that changes in the neighborhood can be difficult, particularly for some individuals – including those who may be elderly. Based on preliminary design, the property at 717 Montclair Street is not required to construct the project. Your request to have your property acquired is acknowledged. Right-of-way acquisition will not be finalized until the final design phase. All potential acquisitions are subject to change during final design. After the construction of the project, there would be houses left on three sides of your property along Easton Drive and Montclair Street.
GP-7-2	*Quality of Life* The Centennial Corridor Project will incorporate mandatory avoidance and mitigation measures to minimize impacts to noise, air, and overall quality of life for nearby residents. Quality of life is subjective by nature, and effects on quality of life are not easily assessed based on numerical thresholds. However, it is acknowledged that measuring the quality of life within a neighborhood is an important aspect in determining the satisfaction of individuals with their community or neighborhood. Section 3.1.4.1, Community Character and Cohesion, discussed how certain physical environmental factors can influence the perceived quality of life in a community. Section 3.2.6, Air Quality, of the final environmental document (Volume 1) includes avoidance, minimization, and mitigation measures included in the project to reduce other potential physical environmental impacts of the project. Implementation of those measures is required as part of building the project. *Air Quality – Operations* As indicated in Tables 3.28 and 3.29 (Volume 1), the project would result in lower particulate matter (PM_{10} and $PM_{2.5}$) emissions when compared to the No-Build scenario. This decrease in the particulate matter emissions is the result of increase in vehicle speeds and reduction of congestion anticipated with implementation of the project. As such the project will not cause any new particulate matter violations or worsen existing particulate matter violations in the project area. Activities of this project should, therefore, be considered consistent with the purpose of the State Implementation Plan and it should be determined that this project conforms to the requirements of the Clean Air Act. Improvements to air quality after construction of the project are also attributed to the improved pollution emission performance of a modernizing fleet of all vehicles, especially heavy diesel trucks, as a result of Federal and State fuel content and engine emissions rules. In addition, the results of the air quality analysis indicate that the Centennial Corridor Project would be within regional and Federal air quality standards and would not cause or contribute to a violation of any air quality standards. To further minimize air quality pollutants within the general area of the project, Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District. Through this agreement, targeted improvements will be provided within the general area along the Preferred Alternative B alignment. More detailed information on air quality analysis can be found in Section 3.2.6, Air Quality, in Volume 1 of this final environmental document. *Noise/Vibration* Project construction is expected to result in temporary increases in noise and vibration levels in areas near construction activities from the operation of heavy equipment. Mitigation techniques for equipment noise and will minimize the effects of construction activity impacts. These standard conditions (SC-CI-23 through SC-CI-25) are listed under Avoidance, Minimization, and Mitigation Measures – Noise and Vibration, Standard Conditions (in Section 3.6, Construction Impacts). Construction-related noise and vibrations would be temporary and would cease after project construction is complete.

Comment Code	Response
	Noise – Permanent The potential traffic noise effects of the project and measures to address those effects are detailed in Section 3.2.7 of the final environmental document (Volume 1). Your property at 717 Montclair Street is represented by Receiver RB-5 as indicated in Table 3.36 in Volume 1 of the final environmental document. The roadway would be slightly higher than the existing grade by your property. Existing peak hour noise level is 58 decibels. After the construction of the project and with the proposed sound wall (S518) that will be built, the future peak hour traffic noise level would be 66 decibels. However, traffic noise level will be much lower during off peak hours. *Interior Noise Abatement* Per Caltrans and FHWA requirements, dual-pane windows will not be implemented as part of the project. Twenty-five (25) sound walls were identified for the Preferred Alternative, Alternative B, to reduce exterior noise levels based on Caltrans criteria and were recommended in the Noise Abatement Decision Report. These sound walls would also lower the interior noise levels at the ground floor rooms. The sound wall recommended at your location is S518, and it is recommended to be built. If feasible, sound walls will be as the first order of work to minimize construction related noise. Temporary noise barriers may be used and relocated, as needed, to protect sensitive receptors against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques. *Pool Cover* Caltrans will not be providing pool covers or provide pool cleaning services during the construction of the project. As mentioned previously, Caltrans will minimize dust during construction activities.
GP-7-3	Caltrans acknowledges that these changes may be difficult for residents. As discussed in Volume 1, Section 3.1.4.2, Relocation and Property Acquisition, per Standard Condition SC-R-1, Caltrans, in coordination with the city of Bakersfield, shall implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91 646, 84 Stat. 1894). The Uniform Act mandates certain relocation and services and payment be made to eligible residents, businesses, and nonprofit organizations displaced by the project. See Appendix D in Volume 2 for more information on Caltrans' Relocation Assistance Program. Although you will be on a cul-de-sac, you will not be the only house sharing it since both 714 and 800 Montclair Street will be across from you. Additionally, your neighbor whose property abuts your property immediately behind, 4501 Charter Oaks Avenue, as well as your neighbors directly across Easton Drive from you, 801 Montclair Street and 4425 Charter Oaks Avenue, will remain as well. Property acquisition and right-of-way requirements will not be finalized until the final design phase of the project. During right-of-way acquisition, which is expected to take about 2 years, buildings and homes would be acquired and demolished. To minimize graffiti and vagrancy problems associated with vacant buildings, a strategy for handling the acquired properties would be developed to include the following options: (1) rent the homes and businesses on a month-to-month basis to keep them occupied as long as possible in advance of demolition; or (2) demolish each building as soon as feasible after acquisition. Vacant structures subject to demolition would be demolished prior to other scheduled construction activities such as grading and paving when feasible. This latter option would result in vacant lots interspersed in business areas and neighborhoods. The city of Bakersfield and the County of Kern shall enter into maintenance agreements with Caltrans. The maintenance agreement with the city of Bakersfield

Comment Code	Response
	will include maintenance of the enhanced aesthetic treatment, including graffiti removal (if required). In addition, anti-graffiti measures for walls (retaining/sound walls) may include vegetation such as trees, shrubs, or vines Additionally, it is acknowledged that, like many cities across California, there are homeless and transient people in various locations in Bakersfield, including areas in and around the downtown area. As a result, homeless and transient people may either walk or take buses away from the downtown areas to areas such as local neighborhoods. There is no way to restrict access by homeless and transient people to certain areas in Bakersfield; however, if they are breaking the law or municipal code (e.g., sleeping in public places), the Bakersfield Police Department can physically remove them from an area or restrict their access to an area.
GP-7-4	Implementation of Avoidance and Minimization Measures SC-CI-20 through SC-CI-22 would reduce the risks of adverse health effects such as asthma and other respiratory conditions during project construction. See Volume 1, Chapter 3, Section 3.6 Construction Impacts for more information on these Avoidance and Minimization Measures. Refer to Response to Comment GP-7-2 for additional information on noise and air quality impacts.
GP-7-5	Refer to Response to Comment GP-7-2 for additional information concerning construction noise impacts.
GP-7-6	Many intersections along Stockdale Highway are currently operating at a deficient level of service rating between D and F, which indicates traffic delays and congestion. For more information on level of service for Stockdale Highway intersections, including those with on-ramps and off-ramps, see Table 3.15 in Volume 1 of this final environmental document. To improve these conditions, local street changes would be required under each build alternative. A road closure at nine locations along each of the Alternative A and B alignments would be required; however, alternate routes for local access are provided for all of the build alternatives. Changes to existing freeway on-ramps along State Route 99 and existing State Route 58 are required as part of the project and would affect traffic conditions. Despite these freeway access changes, vehicles would exit at the California Avenue interchange, just to the north of Stockdale Highway. California Avenue and Oak Street provide a direct connection with the Stockdale Highway corridor. Furthermore, the California Avenue or Ming Avenue interchanges would provide access to northbound State Route 99, and Real Road or Stine Road would provide access to southbound State Route 99 via the Ming Avenue interchange. Specific access information could not be provided at this early stage of the project due to limited available design details.

Comment Code	Response
GP-7-7	Several comments were received regarding property values. Some individuals have expressed a general belief the project would result in decreased property values due to various reasons, including temporary construction impacts, property acquisitions, and/or project features being closer to properties than previously. Though the final environmental document does not discuss property values in detail, the Community Impact Assessment concluded that the Centennial Corridor Project may have an effect on property values, but it is not likely to be a major change because Caltrans has found no definitive literature, studies, or evidence indicating that property values would decrease in the long term due to proximity of the freeway to homes. Past research on the effects of introducing new highway facilities near residential properties indicate over the duration of a longer time period property values will increase after an initial period of downward movement. For residential properties, increased noise tends to reduce property values for homes abutting a freeway while property values tend to increase with increased access. Associated landscaping and refinements in community aesthetics proposed for the Centennial Corridor also tend to have positive effects on residential property values.
GP-7-8	Preferred Alternative B alignment would disrupt neighborhoods due to residential displacements; permanent street closures; higher exposure to vehicle noise; and division of the existing Westpark neighborhood. Bisecting the Westpark neighborhood would result in impacts to community cohesion. However, Alternative B is a feasible and prudent alternative that avoids other Section 4(f) resources, such as parklands and historic properties and impacts to environmental justice communities. Section 4(f) of the Department of Transportation Act of 1966 declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” In terms of neighborhood access, changes to several local residential streets would be required as part of construction of the new freeway. As such, any proposed roadway closures or redesign would change the circulation patterns and access for local residents, although project design would minimize changes in the circulation pattern as much as possible. Overcrossings and undercrossings would be constructed as part of the Preferred Alternative B alignment to cross the new freeway and to enhance local circulation. Overcrossings and undercrossings would be constructed as part of the Preferred Alternative B alignment to cross the new freeway and to enhance local circulation. Overcrossings are proposed at Marella Way and La Mirada Drive and an undercrossing is proposed at Ford Avenue. Therefore, neighborhood access would be maintained so no area would be isolated as a result of the project.
GP-7-9	To enhance safety and to minimize graffiti, and vagrancy problems associated with vacant buildings, a strategy for handling the acquired properties would be developed to include the following options: (1) rent the homes and businesses on a month-to-month basis to keep them occupied as long as possible in advance of demolition; or (2) demolish each building as soon as feasible after acquisition. This latter option would result in vacant lots interspersed in business areas and neighborhoods. With either option, proper management of acquired property is a key consideration. Furthermore, the Bakersfield Police Department, the Kern County Sheriff’s Department, and the California Highway Patrol would continue to provide law enforcement and police protection services to the project area. Emergency vehicle access for police, fire protection, and emergency services would be maintained at all times. Law enforcement, fire, and emergency services could experience slightly increased response times because of construction-related road closures, temporary detours, and increased traffic congestion. It is not expected temporary road closures would result in more than 1-mile of out-of-direction travel because nearby alternative routes would be maintained and identified as part of the detour plans. Once

Comment Code	Response
	construction is completed, these response times may decrease due to improved connectivity and reduced traffic congestion.
GP-7-10	Caltrans acknowledges that construction activity may cause inconveniences to people's day to day lives. A construction schedule of about 30 months is expected to complete the project, which is currently expected to extend from 2016 to 2018. However, given the construction schedule of two and a half years, the project would not result in substantial long-term impacts. Potential impacts related to project construction would not be substantial because standard conditions and minimization and mitigation measures as described in Section 3.6, Construction Impacts, would reduce construction-related impacts to the various resources described in the final environmental document. Construction-related impacts would be temporary and would cease after project construction is complete.
GP-7-11	Your opposition to the project is acknowledged.
GP-7-12	Your opposition to the project is acknowledged. See Response to Comment GP-7-8 for additional information on neighborhood disruption.
GP-7-13	See Responses to Comments GP-7-1 and GP-7-8 for additional information regarding property acquisition and relocation, and neighborhood disruption. As discussed in Section 2.1.4, Preliminary Identification of a Preferred Alternative, as part of the screening process, three build alternatives, A, B, and C, were identified and evaluated at an equal level of detail in the technical studies and the final environmental document. All three alternatives meet the project purpose and need of providing route continuity for State Route 58. As presented, Alternative B is a feasible and prudent alternative that avoids all Section 4(f) resources, such as parklands and historic properties. In addition, Alternative B is also the least expensive alternative, costing over $100 million less than the other alternatives. Therefore, after comparing and weighing the benefits and impacts of Alternatives A, B, and C, as summarized in Tables S.1 and 2.1 of the final environmental document, Caltrans has identified Alternative B as the Preferred Alternative. For more information on the Section 4(f) analysis please refer to Appendix B, Volume 2 of the final environmental document.
GP-7-14	If these roadway improvements are not made now, roads will become more congested, commute times will increase, idling cars will add more pollutants into the air, and the costs to construct these projects will continue to rise. Passing on this opportunity to share the cost of these system upgrades with the Federal government will only hand an even higher price tag to the next generation. The cost of building the Centennial Corridor Project will nearly double over the next 20 years, assuming the standard highway and construction inflation rate of 3.5 percent per year. The project will also benefit those who use the new roadway. An analysis using the Kern Council of Governments Regional Travel Demand Model and Federal Highway Administration's Surface Transportation Efficiency Analysis Module calculated the net savings gained from reduced travel time, crashes, emissions, and vehicle operating expenses for the Centennial Corridor Project. Savings in travel time over the 20-year (2018-2038) study period for the build alternatives would be $769 million (Alternative A), $794 million (Alternative B), and $945 million (Alternative C).

Comment Code	Response
GP-7-15	The purpose of the Centennial Corridor Project is to provide route continuity and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County from the existing State Route 58 (East) (at Cottonwood Road) to Interstate 5 (see Section 1.2, Purpose and Need in Volume 1). State Route 58 is a critical link in the state transportation network and is used by interstate travelers, commuters, and many trucks. State Route 58 lacks continuity in central Bakersfield, resulting in severe traffic congestion and reduced level of service on adjoining highways and local streets. This route is offset by about two miles at State Route 99 and by about a mile at State Route 43. The combining of two major state routes (58 and 99) into one alignment between the eastern and western legs of State Route 58 makes traffic worse on this freeway segment. In addition, the close spacing of State Route 99 for its two interchanges with State Route 58 (east and west), in addition to an interchange at California Avenue, results in motorist lane changes that contribute to congestion.
GP-7-16	As discussed in Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, the traffic study showed the build alternatives would provide better traffic flow for all vehicles due to direct route continuity compared to both the existing condition and the No Build Alternative in the future years. Furthermore, the additional capacity provided by the build alternatives compared to the No Build Alternative would also help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway. Circulation benefits that would result from the project are discussed further in Section 3.1.6 of the final environmental document. Please see Response to Comment GP-7-15 for more information about the purpose and need of the project.
GP-7-17	See Response to Comment GP-7-10 for additional information regarding construction impacts.
GP-7-18	The provision of funds to local residents for procurement of private cleaning staff is beyond the purview of this final environmental document. Minimization measures (see SC-CI-20 through SC-CI-22) to control fugitive dust will be implemented during construction.
GP-7-19	The operation of your automobile will not be affected by this project.
GP-7-20	The operation of your automobile will not be affected by this project.
GP-7-21	Caltrans understands the stress and inconveniences that may affect some residents in the project area and is complying with appropriate provisions and mitigation measures to reduce these impacts. As currently designed, your property is not included in the properties required to construct the project. (Please see Appendix E in Volume 2, Alternative B, Right-of-Way Requirements, Sheets 9 and 10). According to Caltrans' Right-of-Way Manual, a person who is not required to be permanently displaced as a result of a project is not entitled to relocation benefits or compensation, and the hardship acquisition process does not apply. Please note that during the design phase of the project, right-of-way requirements for the project may change. If all or a portion of your property is required, every effort will be made to provide the full extent of benefits and services provided through Caltrans' Relocation Assistance Program and as allowed under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Please see Appendix D in Volume 2, Summary of Relocation Benefits).
GP-7-22	See Response to Comment GP-7-8 for additional information regarding neighborhood disruption. New roadway projects through existing communities, such as the Centennial Corridor, require the acquisition of right-of-way which in turn results in displacement

Comment Code	Response
	of residences and businesses. These acquisitions can alter or eliminate familiar neighborhood landmarks, gathering places, businesses (e.g., local markets) and the residences of long-time friends and neighbors. For those persons whose residences or businesses are not acquired, both the construction and operation of the freeway will create what are, at first, unfamiliar sights and sounds, but which gradually over time will become common place. Construction activities would be temporary although intrusive since machinery, material, and construction workers will be present and will temporarily alter the character of the neighborhood. However, mitigation measures to address noise, air quality, lighting, access, and other impacts have been included to ensure the residences and businesses remaining within the adjacent neighborhoods are not adversely affected.
GP-7-23	The lighting plan will be developed during final design. If freeway lights are proposed along this portion of the corridor, the lights will be directed towards the roadway, away from the residential neighborhood. Additionally, a sound wall is proposed along this segment, which will shield the residential properties from headlights of vehicles traveling on the freeway. Night lighting may be used during construction, and it could spill over into adjacent areas. In some areas sound walls would be built prior to construction to partially or fully obstruct construction and construction related effects such as lighting, from surrounding properties. Construction lighting would be temporary and removed when construction is completed. Please see Section 3.6 in Volume 1 of this final environmental document for more information on construction impacts.
GP-7-24	Refer to Response to Comment GP-7-2 for additional information on permanent noise impacts. Within the general area of your property, the Centennial Corridor Alternative B alignment would be generally above existing grade. Roadways that are higher in elevation than nearby receivers can create lower noise levels. Some noise generated from traveling vehicles will rise in elevation and bypass receivers at lower elevations. In addition, the proposed sound wall (S518) will be built on the edge of shoulder of the roadway. The placement of this sound wall will completely block your line of sight of trucks and automobiles traveling on the Centennial Corridor. Blocking your line of sight of the vehicles will decrease the noise levels experienced at your property.
GP-7-25	Caltrans does not anticipate additional costs will be incurred by property owners for sustaining their landscaping and/or homes.
GP-7-26	The project design minimizes impacts to the existing utility system as much as practicable. Utility companies would be given enough notice to relocate their facilities before construction or at a later stage of construction, as appropriate. Implementation of utility relocation plans would be implemented so long-term service disruption is not expected.
GP-7-27	It is possible certain construction activities could cause intermittent localized vibration in the project area. During certain construction phases, processes, such as earth moving with bulldozers, the use of vibratory compaction rollers, impact pile driving, demolitions, or pavement breaking, may cause construction-related vibration impacts such as human annoyance or, in some cases, building damage. It may be necessary to use this type of equipment close to residential buildings. There is little potential for building or property damage when major construction activities take place more than 30 feet from an existing structure. Implementation of Minimization Measure CI-16 in Section 3.6 (Volume 1) would eliminate or minimize vibration impacts during construction activities. Mitigation techniques for control of equipment noise and vibration, plus administrative measures, when properly implemented, can provide the most

Comment Code	Response
	effective means to minimize the effects of construction activity impacts. These standard conditions (SC-CI-23 through SC-CI-25) are listed under Avoidance, Minimization, and Mitigation Measures – Noise and Vibration, Standard Conditions (refer to Section 3.6, Construction Impacts).
GP-7-28	Refer to Response to Comment GP-7-27 for information on construction impacts and construction-related vibration. Specific effects of construction-related vibration to private property inside your home could not be accurately analyzed because of various factors, including type of activities, duration, intensity, type of equipment, and layout of the construction site.
GP-7-29	Prior to construction of the Centennial Corridor Project, Caltrans will provide the public with information regarding the location and duration of construction activities in your area. As part of the notification, Caltrans will provide contact information related to the project in your area. If you have any concerns during construction of the project, you may contact the construction resident engineer's office, which would be located near the project construction area. Staff working at the resident engineer's office would be able to assist you with your concerns.
GP-7-30	Refer to Responses to Comments GP-7-2 for information on noise and air quality impacts; GP-7-8 for information on neighborhood disruption; and GP-7-16 for information on anticipated traffic and transportation benefits of the project. Implementation of the proposed project would improve air quality and reduce traffic on local streets, which would directly benefit the neighborhood.
GP-7-31	Refer to Response to Comment GP-7-9 for information on public safety and crime.
GP-7-32	Groundwater is the main source of domestic water supplies in the Bakersfield area, with the Kern River water and imported water as supplemental sources. Aside from the river channel, there are recharge ponds along the river, recharge facilities, ground percolation programs, canal seepage, spreading/banking projects, and wastewater reclamation that contribute to local groundwater recharge. Groundwater quality in the Tulare Lake hydrologic region is suitable for most urban and agricultural uses, with some exceptions. No water body in the project area has been identified as "impaired" under Section 303(d) of the Clean Water Act. Construction of any build alternative would contribute pollutants to receiving water bodies from uncontrolled runoff and discharges. But existing and proposed stormwater infiltration basins built as part of the project would minimize impacts to surface water quality of the receiving waters within the watershed. Since groundwater impacts associated with the Centennial Corridor project would not be substantial, the project would not have a cumulatively considerable contribution to cumulative effects on groundwater. As discussed in Section 3.2.2, Water Quality and Stormwater Runoff, of the final environmental document (Volume 1), the average depth to groundwater in the project area is estimated at 80 to 120 feet below ground surface. As such, pile driving, dewatering, and construction activities could encounter groundwater. While piles and foundations may reduce the storage capacity of the underlying groundwater, the displaced volume would not be great compared to the total volume of the groundwater basin. The volume of water used for construction, dust control, and other uses would be nominal; therefore, construction activities would neither deplete groundwater supplies nor interfere with groundwater recharge. The Central Valley Regional Water Quality Control Board has adopted regulations for dewatering activities (Order No. R5-00-175) to reduce effects on surface water. Compliance with the Central Valley Regional Water Quality Control Board's regulations would minimize impacts from dewatering activities.

Comment Code	Response
GP-7-33	Caltrans and the city of Bakersfield understand that disruption of a neighborhood is very difficult for long-time residents. Bakersfield has experienced a lot of growth over the years, and the growth in both population and interregional travel has resulted in congestion throughout the city. The need for a high-capacity transportation corridor has been recognized by local and regional planners for decades. The Centennial Corridor Project will fill part of that need. Locating an east/west corridor in Bakersfield has been challenging due to the location of the Kern River, existing neighborhoods, businesses, environmental justice communities, parks, and historic properties. Many alternatives have been studied over many years trying to determine how to best improve circulation with the fewest impacts. For the Centennial Corridor, it has been determined that Alternative B would be the best because it avoids parks, historic properties, and environmental justice communities. In addition, Alternative B is the least expensive of the three alternatives, costing nearly $100 million less. Refer to Response to Comment GP-7-2 for information on property acquisition and relocation. While Section 3.1.4, Community Impacts, determined bisecting the Westpark neighborhood would result in impacts to community cohesion, a number of mitigation measures have been incorporated into the project to reduce the adverse effects. Project design would minimize impacts to the neighborhoods as much as feasible and practicable. Mitigation measures, including incorporating an aesthetic design theme, as presented in Section 3.1.1.3, Section 3.2.6, Section 3.2.7, and Section 3.6 of the final environmental document (Volume 1) have been developed to minimize impacts to the neighborhoods affected by the project construction and operation.

Comment GP-8

Jamie Williams GP-8
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661-332-6396

7-5-14

Because of the threat of Valley Fever, we were told that water would be used during construction of the freeway to keep the dust down; reducing the risk of Valley Fever. Since we are in a drought and will still be in a drought during construction, this raises several questions.

1) What is the minimum amount of water required to use to keep the dust down during freeway construction to prevent Valley Fever?

GP-8-1

2) Will you still use the required amount of water necessary to ensure that our neighborhood is protected against Valley fever?

3) How will water usage during construction impact the county & state during the drought?

4) How will the drought impact the construction of the freeway? For example: will it take longer for the freeway to be built if you have to cut back your water usage? Would there be any other ways the construction of the freeway would be affected by cutting back water usage?

Jamie Williams

Response to Comment GP-8

Comment Code	Response
GP-8-1	Thank you for participating in the environmental process for the Centennial Corridor Project. Caltrans acknowledges the concern of Valley Fever and takes precautionary measures very seriously. Caltrans has outlined appropriate mitigation efforts for Valley Fever to minimize exposure to residents, including the use of a chemical stabilizer/suppressant, tarps and vegetative groundcovers, and water. It is recognized that temporary soil disturbance during construction grading activities could cause fungal spores (if present) to become airborne, potentially putting residents at risk of contracting Valley Fever. However, there are many preventive and precautionary measures that can be undertaken by individuals to reduce exposure, including the use of dust masks when conducting outdoor activities; seeking prompt medical treatment if flu-like or respiratory illness occurs during or within a few weeks following outdoor activities; getting a *coccidioidin* skin test to determine susceptibility to the disease. Please refer to Section 3.6, Standard Condition SC-CI-21, under Avoidance, Minimization, and Mitigation Measures (Volume 1), for further information regarding preventive measures for Valley Fever. Your comments concerning water usage are acknowledged. A minimum amount of water for dust control could not be accurately quantified due to several varying factors, such as topography, climate, and amount and frequency of soil disturbance. According to the United States Geological Survey (USGS), the ending of a drought can be just as difficult to predict as the beginning (http://water.usgs.gov/edu/qadroughts.html); therefore, it is difficult, if not impossible, to determine the exact impact constructing the Centennial Corridor will have on the city of Bakersfield, County of Kern, or the State's water supplies. Regardless of the drought conditions the region may be experiencing, Caltrans would implement water conservation efforts during project construction. Additionally, the drought is not expected to have any impact on the proposed construction schedule of Segment 1 for the Centennial Corridor Project beginning in 2016 and scheduled for completion in 2018. Please refer to Section 3.2.1, Hydrology and Floodplain, and Section 3.2.2 Water Quality and Storm Water Runoff (Volume 1), for more information about water resources impacted by the project and mitigation and conservation efforts.

Comment GP-9

GP-9

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Topics

Other

Kaiser Permanente will submit an official response to the draft Environmental Impact Report detailing concerns regarding impact to its Stockdale medical office building. Kaiser Permanente will request a meeting with Cal Trans to discuss mitigation of concerns. GP-9-1

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GP-9

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Via Federal Express and Email

July 7, 2014

Jennifer H. Taylor, Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200,
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Re:

Comment Letter to Caltrans and City of Bakersfield, CA
Caltrans Centennial Corridor Project
Draft EIR/EIS and Section 4(f) Evaluation

Dear Ms. Taylor:

This office has been engaged by Kaiser Foundation Health Plan, Inc. ("Kaiser") to respond to the Centennial Corridor Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation ("DEIR/EIS") prepared by the California Department of Transportation ("Caltrans") for the Centennial Corridor Project ("Project"). The Project will create significant unavoidable impacts to the Kaiser Permanente Kaiser Medical Office Building located at 3501 Stockdale Hwy., Bakersfield, CA 93309 (the "Kaiser Facility"). GP-9-2

Kaiser has assembled a consultant team consisting of transportation/civil engineers, contractors, geotechnical and land use professionals to review the DEIR/EIS and we note that a thorough review of the project and feasible project alternatives has not been performed. It also appears the DEIR/EIS has not evaluated Kaiser's alternative recommendations as suggested early in the project planning process, including specifically our team's requests that the DEIR/EIS study the feasibility of retaining proximate freeway access including the existing SR 99 southbound off-ramp, as referenced in the March 28, 2013 letter from Peterson Law Group, GP-9-3

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PC to Joel Haven, (copy attached at Attachment A) and as specifically discussed at the meeting at Bakersfield City Hall on May 14, 2013 between Kaiser team members and Project personnel. GP-9-3

DEIR/EIS Comments

A. General:

Prior to the release of the DEIR/EIS, Caltrans identified Alternative B as the preferred alternative for the Project, despite not fully studying the impacts of a Loss of Direct Freeway Access to Urgent Care resulting in (1) life-safety concerns due to potential delays in transporting patients via ambulance to acute hospitals, and (2) member access to Urgent Care being impaired resulting in the increased use of offsite hospital emergency services (increasing healthcare costs). We believe that the failure to evaluate the impacts on life safety transport and the impact of the closure of the SR 99 southbound off-ramp on the Kaiser Stockdale Facility is a fatal flaw in the DEIR/EIS and requires that the DEIR/EIS be recirculated to include this analysis. The community must be afforded the opportunity to consider an alternative that will preserve their timely access to healthcare. The loss of the SR 99 southbound off-ramp will pose a great hardship to Kaiser Permanente and its membership and significantly impact the value and viability of the Kaiser Facility as an ongoing Kaiser Permanente healthcare facility. The retention of the Southbound off-ramp should be added into the Final EIR/EIS or alternatively, the DEIR/EIS should be recirculated for further analysis into the feasibility of retaining the off-ramp. GP-9-4

B. Air Quality:

In Air Quality (Sec. 3.2.6), Table 3-32 of the DEIR/EIS identifies Air Quality Sensitive Receptors. The Kaiser Facility is not included, despite that many of Kaiser's patients who spend many hours during a day at the Kaiser Facility are among the most sensitive receptors. The apparent rationale for the omission is set forth under Environmental Justice (Sec. 3.1.4.3) under Air Quality, p. 115, where the DEIR/EIS states about the Kaiser Facility, "this facility contains medical clinics with no inpatient care; therefore it is not considered a sensitive receptor to air pollutants." This conclusion is not supported by the law or convincing evidence in the record and suggests that the writer is unaware of the complexity of the care delivery in modern Kaiser Permanente outpatient facilities. GP-9-5

Kaiser's patients are among the most sensitive receptors and the certainty is that these sensitive receptors visit the Kaiser Facility daily and spend substantial amounts of time there during these visits. The Air Quality assumptions utilized are misplaced. Among other issues, they were developed without regard to the Kaiser Facility as a sensitive receptor. They are predicated on a 2008 base year, a 2018 opening year and a 2038 horizon year. The projections are speculative and without foundation. Additionally, by failing to include the Kaiser Facility as a sensitive receptor, the Project attempts to sidestep the mitigation requirement of Appendix F,

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SC-CI-21 to require wheel washers for exiting trucks, windbreaks, and suspension of grading and excavation during windy periods during construction.

Permanently, Kaiser will be required to undertake additional air filtration measures to address the Project's air quality impacts on the Kaiser Stockdale Facility. These measures should be required as mitigation measures for the Air Quality Impacts and the costs imposed as conditions of approval on Caltrans. GP-9-5

C. Noise:

As a stand alone document, it is impossible to understand the basis of the noise assumptions utilized. It appears the Kaiser Stockdale Facility would fall within activity Category D, however the Kaiser Facility is not mentioned in Noise (Sec. 3.2.7) at page 255. Caltrans Traffic Noise Analysis Protocol, dated May 2011, lists Activity Categories and Noise Abatement Criteria in Table 1. Activity D includes medical facilities with the activity criteria value for impact determination as $L_{eq}[h]$ at 52. The DEIR/DEIS does not address whether the project will exceed criteria established by the State's protocol analysis. The reason for the omission becomes clear by referencing the Noise Study Report for the Project (January 3013; Revised March 2014). Fig. 6-2 for Alternate B, shows there were no Noise Monitoring & Analysis Positions in the vicinity of the Kaiser Stockdale Facility. This is further established in Figures 3 and 4 of the Noise Abatement Decision Report. Since no Noise Receptor sites were established for monitoring in the vicinity of the Kaiser Stockdale Facility, there is no basis to conclude sound barriers or sound attenuation measures are not required to mitigate the certain noise problem at the Kaiser Stockdale Facility resulting from the Project. The analysis is faulty and therefore so is the proposed mitigation. Because of Alternative B's close proximity to the Kaiser Stockdale Facility, the Project should require and undertake a baseline noise analysis to determine the extent of interior noise impacts and require mitigation of Project related noise impacts, with such mitigation costs imposed on Caltrans as conditions of approval. GP-9-6

D. Vibration:

The Kaiser Stockdale Facility includes operations of calibrated medical equipment that are sensitive to vibration. The Transportation and Construction Vibration Guidance Manual, September 2013, provides at Chapter 5, p. 19, "Ground Vibration also has the potential to disrupt the operation of vibration-sensitive research and advanced technology equipment." Chapter 6.3, p. 26, provides "The operation of equipment for . . . medical diagnostics . . . can be adversely affected by vibration." Table 4.2 of the DEIR/EIS establishes that the Kaiser Facility is impacted by all considered alternatives and particularly by Alternative B. SC-CI-25 offers preconstruction surveys for proximate buildings. The Kaiser Stockdale Facility is such a building and such a survey is required and requested. The DEIR/EIS focuses on construction vibration. The DEIR/EIS does not go far enough in that it does not address mitigation of post-construction vibration which would result if the support members of the new construction are not sufficiently isolated. The DEIR/EIS must require construction specifications to ensure that the GP-9-7

Kaiser Stockdale Facility will not be exposed to increased vibration in the after condition, with such mitigation costs imposed as conditions of approval on Caltrans. GP-9-7

E. Emergency Services/Traffic/Transportation/Parking:

The DEIR/EIS is bereft of any analysis of the burdens on emergency services resulting from permanent impacts to the provision of Urgent Care. The Urgent Care provided by the Kaiser Facility is readily accessible. Often patients who come to Urgent Care require prompt emergency transportation to hospitalization or other Emergency Room facilities. The delivery of emergency services and transportation to and from such services is an important life-safety issue and it requires analysis. In 3.1.5 Utilities/Emergency Services, the reader is referred to Section 3.6, Construction Impacts. In 3.6 at p. 338, the reader is told not to worry, "Based on the temporary nature of the roadway closures . . . would minimize impacts related to increased travel time and distance." The loss of freeway access to the Kaiser Stockdale Facility's Urgent Care is not temporary. The ramp closures will impose a substantial permanent impact on the delivery of medical care to the entire City. As discussed in Attachment B hereto and as shown on Attachment B, Exhibit 1, the Kaiser Facility enjoys direct access to and from SR 99 and SR 58. Under Alternative B, access to and from the Kaiser Facility, as shown on Attachment B, Exhibit 2, is predominantly on City streets which translate to longer travel times. (Attachment B, Table 1.) This impact requires analysis and mitigation. Because the DEIR/EIS is premised on the false assumption that the emergency service/traffic impacts are temporary, further analysis is required. At a minimum, consideration should be given to retaining the existing southbound offramp from SR 99 onto Stockdale Highway. GP-9-8

Section 3.1.6 addresses parking. At p. 142, the DEIR/EIS acknowledges the impact to loss of parking to Kaiser at the Kaiser Stockdale Facility. It suggests a mitigation measure by stating "replacement parking could be provided using land leftover on an adjacent parcel acquired for the project." The impact is known. The mitigation of replacement parking for Kaiser should be made part of the EIR/EIS and be required from the Project. GP-9-9

F. Hydrology/Storm Water Runoff:

The site specific drainage issues arising from the project, the change of grade, addition of slope and related runoff are not addressed in the DEIR/EIS. Kaiser is concerned about nuisance water that will be diverted to the Kaiser Stockdale Facility from the Project. Analysis of the issue and mitigation must be accounted for. GP-9-10

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Jennifer H. Taylor- Office Chief
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
July 7, 2014
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G. Visual/Aesthetics:

The DEIR/EIS addresses certain visual and aesthetic impacts, but fails to consider the visual impact of the ramp construction that will loom adjacent to and above the Kaiser Stockdale Facility. It fails to address the additional impact of light and glare from elevated high speed passing traffic. Since it fails to address it, the DEIR/EIS fails to account for or to mitigate the certain adverse visual impacts. GP-9-11

Kaiser and our consultant team requests an urgent meeting to discuss our concerns.

Very truly yours,

John S. Peterson

cc: Dan B. McReynolds
Laura Johnson
Eddie Arango
Terry Bowen, Gray-Bowen
Bill Gray, Gray-Bowen
Indrajit Obeysekere, Esq.
Damon Cianci
David Womak
Leslie Golich

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Attachment "A"

GP-9

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PROFESSIONAL CORPORATION
SUITE 2800
633 West 5th Street
LOS ANGELES, CALIFORNIA 90071

TELEPHONE (213) 236-9720
FACSIMILE (213) 236-9724

Via U.S. Mail

March 28, 2013

Joel Haven, PE, TE
Parsons
110 West A Street, Suite 1050
San Diego, CA 92101

Re: **Cal Trans Bakersfield Centennial Freeway Expansion Project**

Dear Mr. Haven:

This office has been engaged by Kaiser Permanente ("KP") to assist it relative to the environmental and takings issues arising from the Cal Trans Bakersfield Centennial Freeway Expansion Project ("Project"). This is by way of follow up to the meeting at the offices of the City of Bakersfield on January 24, 2013, and the request for Kaiser's input relative to concerns about the Project's impacts. We request another meeting prior to design completion and issuance of the EIR to discuss these concerns more specifically.

We have canvassed management of the Kaiser Permanente Stockdale Medical Office Building ("MOB") facility relative to the Project's impacts on the MOB.

KP's paramount concerns are as follows:

1. Loss of freeway access and impact on Urgent Care
    a. delay ambulance transport to acute hospitals
    b. impairment of member access to Urgent Care, resulting in increased use of offsite hospital emergency services thus increasing KP and member costs.

2. Loss of parking, both during construction and permanently
    a. impairment of member access to the clinic
    b. impact ambulance and delivery vehicles

3. Air quality, both during construction and permanently
    a. sensitive populations are served in the clinic and would be impacted by project dust and exhaust
    b. impact on facility and equipment of increased pollution levels.

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4. Member and employee safety during construction
    a. hazards posed by redirected parking, construction zones, and traffic to members and staff

We ask that these items be addressed as part of your project design prior to finalization of design and prior to issuance of the EIR and the public hearing process. Basically we ask that these problems be avoided before they are identified as issues that require mitigation in the public process.

Without diminishing any of the above concerns, the loss of proximate freeway access is a significant impact affecting life/safety issues given the mission of the MOB and given the distance to any resulting freeway access in light of the Project's currently proposed design. We urge you to design and incorporate nearby on-off access so that Kaiser specifically and members of the public in general do not suffer life-safety issues that will result from difficulty accessing the MOB's urgent care facilities. The practical and real world impacts are that ambulance transport of acute patients who first come to urgent care or the facility generally will be subjected to potentially life threatening delays in transport to acute care hospitals. We also expect patient habits would change without ease of access to the MOB urgent care facilities which will result in added burden to area hospitals and emergency facilities and under-utilization of Kaiser's urgent care facilities. We believe this will create public and political concerns. Again, it will substantially impact MOB's mission.

Kaiser's remaining primary concerns articulated above can also be addressed in your project design.

Representatives of KP and I would like to meet with you as soon as possible while you are still in the design phase and prior to release of the EIR. We can always meet in Bakersfield. For your convenience, I have an office in Irvine and I can easily schedule a preliminary meeting with you given your office in San Diego.

Please let me know when we can meet.

Yours very truly,

John S. Peterson

cc: Dan B. McReynolds
Nancy Burke via e-mail
Indrajit Obeysekere via e-mail
Donald M. Anderson, SR/WA
Theodore D. Wright, P.E.
Charles G. Webb
Gregory Z. Gharib

GP-9

Attachment "B"

HDR

GP-9

Determine and Quantify Access Changes

Existing Stockdale Highway (SR99 southbound) off-ramp, Wible Road (SR99 northbound) on/off ramps and Real Road (SR99 southbound) on-ramp will be closed based on the preferred Alternative B from the Centennial Corridor Project. The following reasons are listed below;

Stockdale Highway (SR99 SB) off-ramp

- Existing Stockdale Highway off-ramp is a partial interchange that only provides access to SR99 southbound direction. According to Caltrans Highway Design Manual (HDM) index 502.2, the use of partial interchange should be avoided because of the potential for wrong-way movements and added driver confusion.

Wible Road (SR99 NB) on/off ramps

- Existing Wible Road ramps will be closed due to the proposed geometric change.
- Existing on/off ramps is a hook ramps that is not desirable because of insufficient acceleration and deceleration lengths, tight curve radius for both on/off ramps and inadequate sight distance around the curves.

Real Road (SR99 NB) on-ramp

- Existing Real Road ramp will be closed due to the proposed geometric change.

The changes in travel patterns due to the ramps closure would result in added travel time to and from the subject property. Exhibits 1 and 2 indicates the travel patterns to and from the subject property from SR 99 and SR 58 in the before (current) and after (Alternative B) condition. In addition, a summary Table 1 is prepared to provide description of travel patterns, distances and travel time in the before and after condition.

As shown in Table 1, there is a slight increase in travel time to and from the subject property from before to after condition.

1325 J Street, Suite 1300, Sacramento, CA 95814-2928 **hdrinc.com**
P (916) 471-5800

1

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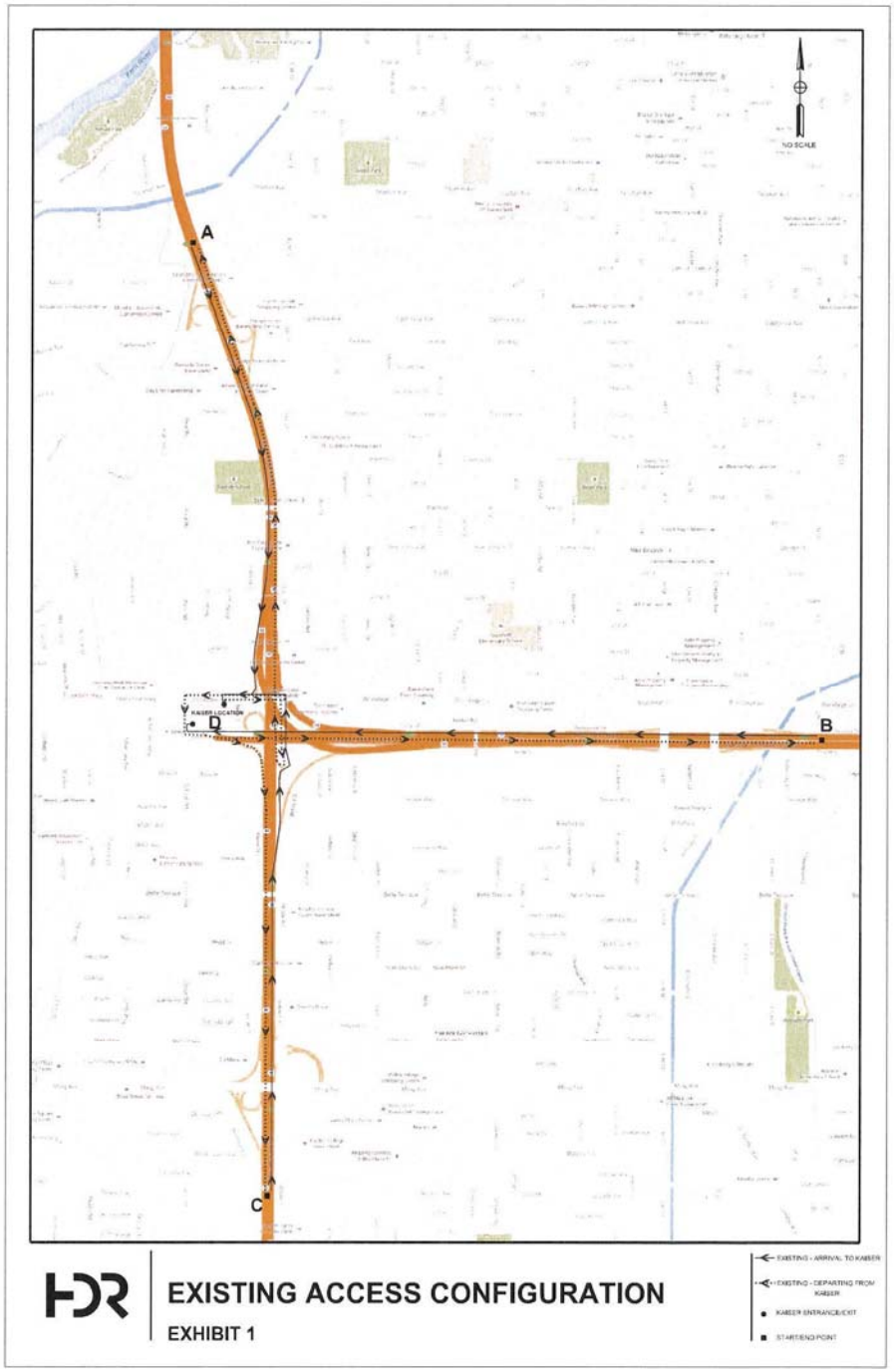

GP-9

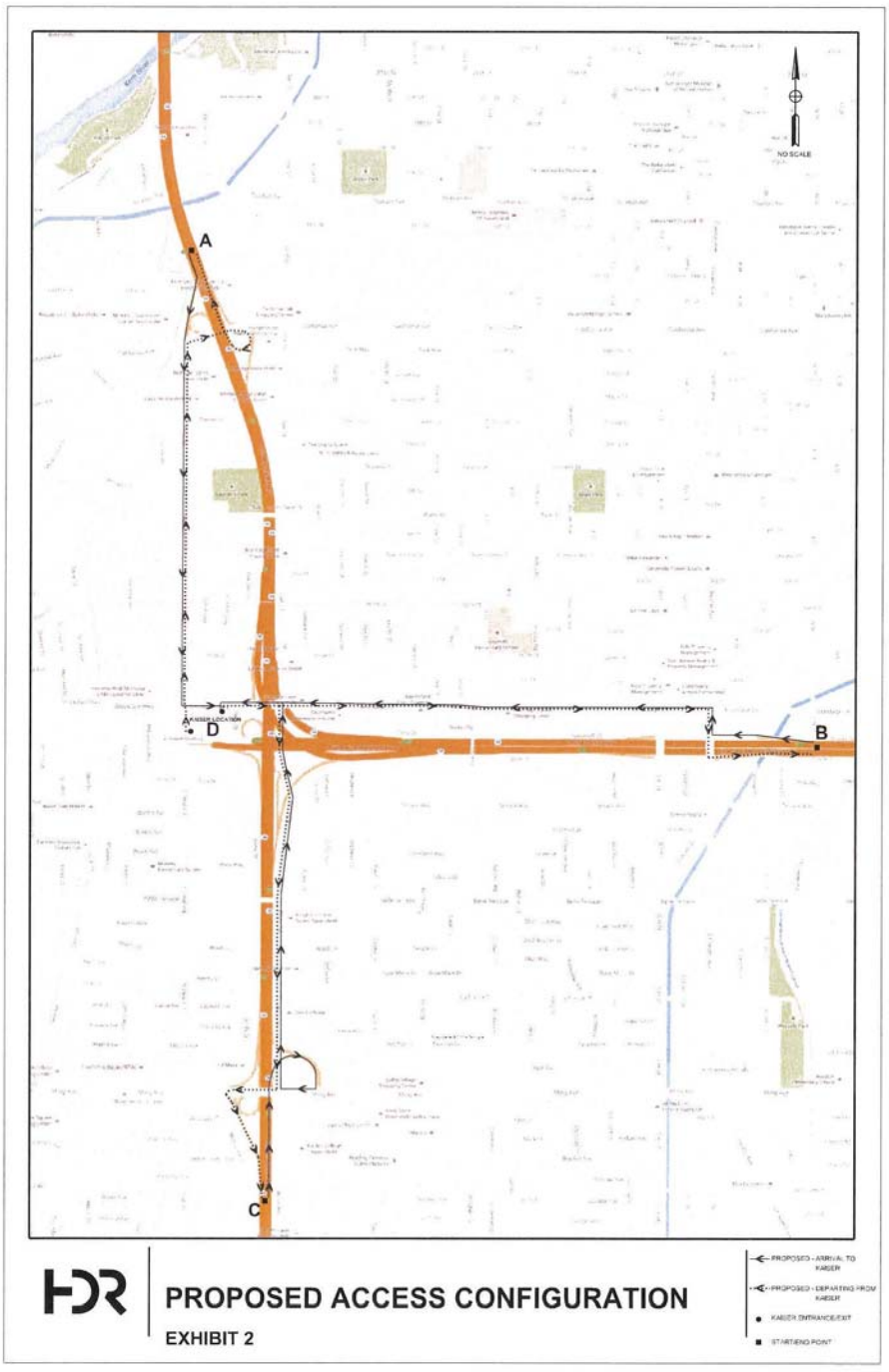

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Table 1.

From	To	Distance (Mi)		Travel Time (Min)		Description	
		Before	After	Before	After		
SR-99 SB (A)	Kaiser (D)	1.5	1.3	2	3	Before	Traffic from north used Stockdale Hwy off-ramp, access Kaiser from Stockdale Hwy entrance
						After	Traffic from north will use California Ave off-ramp, continue onto Real Rd and turn left onto Stockdale Hwy entrance to access Kaiser
SR-99 NB (C)	Kaiser (D)	1.6	2.0	2	3	Before	Traffic from south used Wible Rd off-ramp, turn left onto Stockdale Hwy and access Kaiser from Stockdale Hwy entrance
						After	Traffic from south will use Ming Ave off-ramp, turn right onto Wible Rd and turn left onto Stockdale Hwy to access Kaiser from Stockdale Hwy entrance
SR-58 WB (B)	Kaiser (D)	1.8	1.8	2	3.5	Before	Traffic from east used Real Rd off-ramp, turn right onto Real Rd and access Kaiser from Real Rd entrance
						After	Traffic from east will use Chester Ave off-ramp, turn left onto Brundage Ln/Stockdale Hwy and access Kaiser from Stockdale Hwy entrance
Kaiser (D)	SR-99 SB (C)	1.9	1.6	2.5	3	Before	Traffic to south used Stockdale Hwy exit, make u-turn at Wible Rd intersection, turn left onto Real Rd and turn left onto SR99 on-ramp
						After	Traffic to south will use Stockdale Hwy exit, turn right onto Wible Rd, turn right onto Ming Ave and turn left onto SR99 on-ramp
Kaiser (D)	SR-99 NB (A)	1.8	1.9	2	3	Before	Traffic to north used Stockdale Hwy exit, turn right onto Wible Rd and turn right onto SR99 on-ramp
						After	Traffic to north will use Real Rd exit, continue onto Real Rd, turn right onto California Ave and turn right onto SR99 on-ramp
Kaiser (D)	SR-58 EB (B)	2.3	1.8	3	3.5	Before	Traffic to east used Stockdale Hwy exit, make u-turn at Wible Rd intersection, turn left onto Real Rd and turn left onto SR58 on-ramp
						After	Traffic to east will use Stockdale Hwy exit, continue on Stockdale Hwy/Brundage Ln, turn right onto Chester Ave and turn left onto SR58 on-ramp

Notes:
Highway speed of 65 mph is used on SR-99 and SR-58
Local Road - posted speed limit (35 mph to 45 mph) is used
Traffic Signal delay not included in this estimates

Response to Comment GP-9

Comment Code	Response
GP-9-1	Your comment with regard to Kaiser Permanente submitting an official response and request for a meeting with Caltrans concerning project impacts on the Stockdale medical office building is acknowledged.
GP-9-2	Caltrans acknowledges the Peterson Law Group as representing Kaiser Foundation Health Plan, Inc., (Kaiser) operating the Kaiser Permanente Health Care Center located at 3501 Stockdale Highway in Bakersfield (Kaiser facility), and has provided comments regarding the Centennial Corridor Project. Significant unavoidable impacts to the Kaiser facility with implementation of Alternative B have been addressed through design modifications, and minimization and mitigation measures as described in Section 3.6, Construction Impacts (Volume1) of this final environmental document. These avoidance, minimization and mitigation measures are also described in subsequent responses to comments below. **Preliminary Redesign of Preferred Alternative B:** *Westbound State Route 58 to Southbound State Route 99 Connector – Moved East* This revision allows the retaining wall on the east side of the property to be removed or relocated, eliminating the need for the temporary construction easement that would have otherwise reduced parking during construction. *Northbound State Route 99 to Westbound State Route 58 Connector – Moved South* This revision relocates the connector to the south, eliminating any loss of parking during construction on the south side of the property. No further columns or structures would impede or eliminate parking. *South Real Road* The existing profile of Real Road would be maintained from the south end of the south curb return of the Kaiser facility Real Road driveway entrance/exit to Stockdale Highway. South of this driveway, the profile would be lowered approximately 0 to 5 feet to provide enough height clearance under the four proposed bridge structures. No obstructions would block the driveway and no modifications would be made to change the configuration of the driveway.
GP-9-3	Caltrans has reviewed a wide-range of project alternatives prior to the selection of the Preferred Alternative B. A total of 18 alternatives were evaluated and three alternatives (Alternatives A, B and C) were carried forward for further evaluation and analyzed at equal level of detail in the technical studies and this final environmental document. The other 15 alternatives were eliminated from further evaluation because they did not meet the purpose and need of the project and/or because the estimated cost substantially exceeded the available funding. Please refer to Chapter 2, Section 2.1.5, Alternatives Considered but Eliminated From Further Discussion Prior to Draft Environmental Document, of Volume 1 of this final environmental document for further discussion of the alternatives analyzed in the environmental document. Caltrans acknowledges receiving Kaiser's alternative recommendations during the project planning process submitted on March 28, 2013 and included as Attachment A of their letter to the draft environmental document. Caltrans has considered Kaiser's alternative recommendation of maintaining the existing Stockdale Highway off-ramp at southbound State Route 99; however, their recommendation would not be implemented because this interchange would not meet Caltrans' design standards (see Response GP-9-4 for further discussion). Caltrans has conducted additional analysis to support the elimination of the existing Stockdale Highway off-ramp at southbound State Route 99 (see Appendix K). The results of the analysis suggest that overall reduction in traffic congestion brought about by the project would enhance ambulance response times to and from the Kaiser property.

Comment Code	Response
	Other recommendations requested by Kaiser in their letter dated, March 28, 2013, are discussed in Response to Comment GP-9-4 and GP-9-5.
GP-9-4	The project has been redesigned to avoid conflict with Kaiser's operations. Caltrans has developed a preliminary redesign of the Preferred Alternative B alignment that does not require property or temporary construction easements from Kaiser property. Additionally, the redesign would not result in construction work at the main entrance to the Kaiser facility, as represented in the comment letter. These design revisions are intended to avoid disruption of Kaiser's parking facilities and operations. This design revision has been identified in Section 2.1.4, Identification of a Preferred Alternative, and in the design plans provided in Appendix E of this final environmental document. The increased physical separation between the Kaiser facility and the redesign of Preferred Alternative B alignment would also reduce any noise, vibrations, and visual impacts. **Loss of Freeway Access** Caltrans believes the overall reduction in traffic congestion brought about by the Centennial Corridor Project will enhance, rather than impair, access to the Kaiser facility and would result in a safer transportation network system around the facility. The existing Stockdale Highway off-ramp is a partial interchange that provides access to State Route 99 in only the southbound direction. Caltrans advises that this ramp does not meet acceptable design standards. Caltrans' Highway Design Manual does not allow for local street ramps located within a mile of a freeway-to-freeway interchange (Highway Design Manual, Section 502.2). These ramps have proven to be a safety concern in past freeway designs because of the potential for wrong-way movements. The existing Wible Road on/off ramps to northbound State Route 99 and the Real Road on-ramp to southbound State Route 99 will also be closed due to the changed geometry of the highway improvements that are a part of the Preferred Alternative B alignment. Caltrans believes these ramps present undesirable safety issues resulting from insufficient acceleration and deceleration lengths, tight curve radii on the on- and off-ramps, inadequate sight distances around the curves, and insufficient storage length for future on-ramp metering. The changes in travel patterns due to these ramp closures would increase travel distances but result in only slight increases in travel time to and from the Kaiser facility. Figures 3 and 4 in Appendix K depict the travel patterns to and from the Kaiser facility from State Route 99 and State Route 58 in the existing and post-project (Alternative B) conditions. Table 1 in Appendix K compares travel times to and from the Kaiser facility in both existing and post-project (Alternative B) conditions. As shown in Table 1 in Appendix K, the added travel time to and from the Kaiser facility, from both highways, is relatively modest. The results of the analysis shows the additional travel time to reach the Kaiser facility from southbound State Route 99 would be approximately 1 minute. Other travel time increases, from other access routes, would increase travel times from 30 seconds to a maximum of 1.5 minutes. In the no-build condition (in which the Stockdale Highway off-ramp remains), travel time will increase due to increasing congestion on the State Route 99 main line. For some locations, travel time with the project would be lower than without the project in 2037. The environmental and design team for the Centennial Corridor Project have concluded the increase in travel time would be offset by long-term, widespread benefits, taking into account the overall reductions in regional traffic congestion as a result of the Centennial Corridor Project. The traffic study prepared in support of the final environmental document examined 79 intersections, including the intersection at Stockdale Highway and Real Road near the Kaiser facility. Under current conditions, this intersection currently operates at Level of Service F, on a scale from A to F, F being worst. In 2038, traffic volumes for the No-Build condition are projected to increase by 56%, further worsening conditions and delays near the Kaiser facility. With the Centennial Corridor Project, the freeway connection of State Route 58 with the Westside Parkway will attract

<table>
<tr><th>Comment Code</th><th>Response</th></tr>
<tr><td></td><td>vehicles away from the surface arterial streets. As a result, peak hour delays will be approximately one-half of the existing conditions and two-fifths (42%) of the 2038 no-build conditions. Please refer to Volume 1 of this final environmental document for Table 4-14, Table 4-28, Figure 2-14, and Figure 3-18.
Caltrans will consider the placement of additional signage on State Route 58, State Route 99 and other relevant routes to help direct vehicles to the most efficient access routes to the Kaiser facility.
Finally, recirculation is not required when the new information added to the environmental impact report merely clarifies, amplifies or makes insignificant modifications in an adequate environmental impact report. Releasing of a supplemental environmental impact statement is not required for this project since there have been no substantial changes in the proposed action relevant to environmental concerns, nor have significant new circumstances or information relevant to environmental concerns been identified.</td></tr>
<tr><td>GP-9-5</td><td>The Kaiser Health Care Center at 3501 Stockdale Highway in Bakersfield contains medical clinics with no inpatient care; therefore, it is not considered a sensitive receptor to air pollutants since patients cannot spend prolonged periods of time within the facility or outside of it since there is no inpatient care.
The potential emissions from the Centennial Corridor Project have been extensively modeled in accordance with EMFAC 2011, the U.S. Environmental Protection Agency’s approved emissions model, and extensively analyzed in a technical report supporting this final environmental document. This analysis and modeling concluded that the Centennial Corridor Project would not have a significant impact on air quality. The technical report uses methodology and assumptions consistent with the requirements of the Clean Air Act Amendments of 1990 and the California Clean Air Act of 1988. The Centennial Corridor Project’s operational emissions would not exceed the Federal or state ambient air quality standards for carbon monoxide and would not generate CO hot spots. The Centennial Corridor Project would meet the particulate matter (PM_{10}) and particulate matter ($PM_{2.5}$) conformity requirements and would result in lower particulate matter (PM_{10}) and particulate matter ($PM_{2.5}$) emissions when compared to the No-Build scenario. This decrease in particulate matter emissions is the result of an increase in vehicle speeds and the reduction of congestion anticipated with the implementation of the Centennial Corridor Project. Construction emissions would be reduced to less than significant levels following the institution of mitigation measures incorporated prior to and during the construction of the project. These measures include reducing truck idling time, covering or wetting transported materials, reducing vehicle trips from construction sites, and stabilizing dust emissions using water or chemical stabilizers. These measures are provided in Appendix F – Environmental Commitments Record for Preferred Alternative B, Volume 2 of this final environmental document. Also see Section 3.2.6, Air Quality, in Volume 1 of this final environmental document for more information about air quality mitigation and minimization measures.
The Centennial Corridor Project would result in substantial reductions of particulate matter (expressed as pounds per day) as summarized in the following table:
<table>
<tr><th>Particulate Matter</th><th>Existing (pounds per day)</th><th>2018 (pounds per day)</th><th>2038 (pounds per day)</th></tr>
<tr><td>PM_{10}</td><td>782.4</td><td>409</td><td>534.5</td></tr>
<tr><td>$PM_{2.5}$</td><td>480.3</td><td>195.5</td><td>246.1</td></tr>
</table>
Even though air quality impacts have been determined not to be significant, the increased distances in the potential design revisions would further attenuate emissions at the Kaiser facility. The Centennial Corridor Project would help reduce</td></tr>
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Comment Code	Response
	the heavy traffic congestion near the Kaiser facility which should also provide air quality benefits due to the reduction of stop and go traffic. The Centennial Corridor Project as a whole will improve particulate matter emissions within the project limits as shown in the particulate matter qualitative analysis. Caltrans has completed a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to address construction and operational emissions and it will offset any localized particulate matter impacts due to project emissions. The Voluntary Emission Reduction Agreement is provided in Appendix L of the final environmental document.
GP-9-6	Kaiser notes under Caltrans' protocols, a noise abatement criterion of 52 decibels applies to medical facilities and observes that noise monitoring measurements were not taken at the Kaiser facility. The referenced noise criteria, however, applies to interior noise level measurements. Interior noise level measurements are typically not conducted until final design. No outdoor activities of frequent human activity were observed at the Kaiser facility and that location was not required to be monitored. The Kaiser facility is located close to State Route 99 in an area with high ambient noise levels. Ambient noise levels currently approach 71 decibels along Stockdale Highway. Most construction activities at a distance of 100 feet fall below those levels and would not be disproportionate to existing conditions. A few activities might make sounds that exceed the ambient levels, but could be mitigated through the use of various mitigation measures. As provided in the final environmental document, a Construction Noise and Vibration Monitoring and Mitigation Plan will be prepared before the start of construction to predict construction noise levels during different phases of the construction activities and identify proper mitigation measures, including the use of temporary noise barriers, temporary outdoor sound curtains or sound curtain noise barriers. These measures typically reduce equipment noise levels by 15 to 22 decibels. Based on these noise mitigation measures, Caltrans is confident the construction equipment noise levels will be reduced to acceptable levels and will have no adverse impacts on the facility. Recently, significant advances in noise mitigation during construction have been made through the use of sound wall blankets. A photograph of a sound wall blanket installation is illustrated in Exhibit 5 in Appendix K. Caltrans will require the construction contractors to use such measures as needed to achieve necessary noise reductions at the Kaiser facility. Typical modern office building construction includes non-operable windows that are highly effective in reducing exterior noise, often by as much as 35 decibels. Caltrans is willing to undertake interior noise testing at the Kaiser facility to determine the levels of noise mitigation necessary to avoid adverse impacts. We believe the foregoing potential design changes and mitigation measures would be sufficient to adequately avoid or mitigate any significant impacts on the Kaiser facility. Caltrans is willing to meet with Kaiser at a mutually agreeable time to discuss these items in greater detail and to proceed with the development of a noise mitigation plan for the Kaiser facility to address any remaining concerns.
GP-9-7	Kaiser is concerned its medical offices containing sensitive diagnostic and other types of equipment could be affected by vibrations from construction equipment and operational vibrations after construction. The closest major construction activities will be at least 100 feet from the Kaiser facility. To test construction effects on sensitive diagnostic equipment, approval from Kaiser for interior noise and vibration testing would be required because of the lack of empirical data. The Centennial Corridor Project will be designed in accordance with Caltrans' Seismic Design Criteria to ensure isolation of new support structures and minimize post-construction vibration. A limit of 65 velocity decibels for ground-borne vibration impact levels applies to buildings where low ambient vibration is essential for interior operations. This limit is appropriate for moderately vibration-sensitive

Comment Code	Response
	equipment such as optical microscopes and electron microscopes with vibration isolation systems. Defining limits for equipment that is even more sensitive requires a detailed review of the specific equipment involved. Pre-construction building inspections would be conducted in accordance with Caltrans' Standard Condition SC-CI-25. This type of review is usually performed during final design and not as a part of the California Environmental Quality Act compliance analysis. Mitigation of potential vibrations caused by transportation projects that affect sensitive equipment typically involves modification of equipment mounting systems or relocation of the equipment rather than applying vibration control measures to the Centennial Corridor Project. Caltrans is willing to meet with Kaiser at a mutually-agreeable time to identify any highly sensitive instruments in use at the Kaiser facility and develop potential mitigation measures. Pile-driving activities during construction of the westbound State Route 58 Bridge could cause vibration impacts to sensitive equipment located within the Kaiser facility. Caltrans is willing to commit to specifying the use of modern construction techniques to avoid the vibration and noise impacts associated with pile driving. These include predrilling, cast-in-drilled-hole piles, continuous flight auger piles, and jetting depending upon ground conditions.
GP-9-8	Caltrans has analyzed potential impacts on the Kaiser facility's urgent care services. The Centennial Corridor Project proposes improvements in the way vehicles access the State Route 99 and State Route 58 highways, and the final environmental document found these changes would result in minor changes to travel times experienced by providers of emergency services, and that these changes would not adversely affect emergency response times, as discussed in Section 3.1.5 (Utilities/Emergency Access). The Centennial Corridor Project would also reduce congestion and bring about potentially more prompt overall response times. As discussed in Section 3.1.6 of the final environmental document (Traffic and Transportation/ Pedestrian and Bicycle Facilities), the traffic studies for the Centennial Corridor Project show better traffic flow for all vehicles due to direct route continuity. The Centennial Corridor Project will also provide additional capacity that would help reduce congestion on adjacent local roadways since significant traffic volumes are expected to shift to the freeways. As discussed in Section 3.6 of the Final Environmental Impact Report/Environmental Impact Statement (Construction Impacts), emergency vehicle access for police, fire protection, and emergency services would be maintained at all times during construction. These services could experience slightly increased response times due to construction activities and temporary detours, but would be kept to 1 mile or less of out-of direction travel. Hall Ambulance Service, Inc., was contacted to obtain actual travel times for service between the Kaiser facility and frequent destinations. Table 2 in Appendix K lists the frequency of service calls by origin-destination pair for calendar years 2012, 2013, and 2014 through October 14. Trips between the Kaiser facility and San Joaquin Community Hospital are by far the most frequently requested service. Hall Ambulance has furnished a log of travel times between the Kaiser facility and San Joaquin Community Hospital for the period from September 14, 2014 to October 14, 2014. As shown on Table 3 in Appendix K, Hall responded to 58 service requests during this time period, reportedly a fairly typical month. The ambulances followed eight different routes, four of which used surface streets only, and four used State Route 99 in combination with surface streets. The weighted average of all 39 trips made using State Route 99 for a portion of the trip was 11 minutes and 46 seconds. The weighted average of all 19 trips made using only surface streets was 12 minutes and 13 seconds. These results suggest that the loss of direct access to State Route 99 will not have a significant impact on service times for trips between the Kaiser facility and San Joaquin Community Hospital. As a general rule, Caltrans requires construction contractors on all major projects to maintain general vehicular and other access throughout construction. Before closing

Comment Code	Response
	streets, Caltrans requires the posting of detours so that the normal functioning of businesses within the city of Bakersfield is not impaired. In the event of large equipment movement or other construction-related obstructions, in rare circumstances where detours or alternate routes are not possible, Caltrans requires such activities to be undertaken during off hours and advance notice be given to all affected parties. These requirements will be strictly enforced. Kaiser expresses a general concern that the loss of the State Route 99 southbound off-ramp would be a great hardship to Kaiser and its members and significantly impact the value and viability of the Kaiser facility. The purpose of the Centennial Corridor Project is to reduce heavy traffic congestion, including that occurring in the vicinity of the Kaiser facility, and to provide enhanced route continuity between two major highways serving the southern San Joaquin Valley. The Centennial Corridor Project is specifically designed to enhance regional transportation as well as address long-term capacity issues that have burdened east-west travel within the city. Under the Preferred Alternative B, the Kaiser facility will be located in proximity to these two major highways, a location that should provide significant improvements in the ability of Kaiser's members to access the Kaiser facility.
GP-9-9	As discussed in Response to Comment GP-9-4, there would be no loss of parking, either permanently or during construction under the revised project design. In addition, there is the possibility of providing additional parking at Caltrans' proposed Park and Ride lot directly to the east of the Kaiser facility.
GP-9-10	Caltrans acknowledges your comment about hydrology and storm runoff that could affect the Kaiser facility. However, site-specific drainage issues arising from the Centennial Corridor Project, include changes of grade, addition of slope, and related runoff are addressed during final design, not as a part of the final environmental document. Construction of stormwater facilities is a component of the Preferred Alternative B requirements and will be designed to avoid any adverse impacts from drainage or runoff as a result of the project.
GP-9-11	The Kaiser facility is within the State Route 99 Landscape Unit analyzed in the final environmental document. The overall visual character of this landscape unit is inclusive of an established transportation facility, State Route 99; therefore, the addition of a new ramp structure is not anticipated to adversely affect the visual character of this landscape unit. The proposed redesign of the bridges should significantly contribute to minimizing any adverse visual impacts on the Kaiser facility.

Comment GP-10

GP-10

From: kseggemann@aol.com [mailto:kseggemann@aol.com]
Sent: Monday, July 07, 2014 9:51 AM
To: Taylor, Jennifer H@DOT
Cc: kseggemann@aol.com; jlswearengin@aol.com
Subject: Comments: 4501 Kensington Avenue

Hello Ms. Taylor,

Please see the article included below. It covers several topics that address noise related stress on individuals like our 8-year old daughter. She has ADHD combined type, Tourette's Disorder, OCD, sensory processing difficulties, feeding difficulties and asthma. http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1568850/pdf/envhper00468-0281.pdf

Several people working toward the advancement of the Centennial Corridor Project have told us that our home located at 4501 Kensington Avenue is an unaffected property and it is not scheduled for "acquisition" or "acquisition at this time".

To tell us, for example, placing earplugs in our daughter's ears will lower the input of decibel levels made by construction, traffic and other noise or that she should put sound resistant headphones covering her ears wont work for her. Her tactile responses are mixed and she can not tolerate things in or over her ears. Teaching her to wear either as an aid to block noise from reaching her brain (this is where one hears, not in the ears) she would need to receive occupational therapy likely for 6 months if we use previous therapies as a model. This is assuming six months is a sufficient amount of time for her to accept training and then applying tools learned in a real world setting. GP-10-1

Since our first inquiry about the possibility of a freeway being built around our home, we received confirmed diagnosis of medical conditions known to be triggered and/or aggravated by stress when one of the five senses are over stimulated or stimulated at all. Some of these are addressed in the attached article.

The negative impact the pending freeway build already has had on our family is great. We must move from our rental as our landlord did not renew our lease because her son will take over the property. This created stress yet again for our daughter and a regression in any improvements experienced.

In order to protect our daughter, my partner at first put focus on her own medical situation. Our first inquiry about early acquisitions was via an email sent to Kirsten Helton (see a copy of email below).

Start:

From: kseggemann <kseggemann@aol.com>
To: Kirsten_Helton <Kirsten_Helton@dot.ca.gov>
Subject: Centennial Corridor Project
Date: Thu, Jul 1, 2010 11:05 pm

Dear, Kirsten Helton:

Can you please tell me if my home located at 4501 Kensington Avenue in the Westpark area of Bakersfield is included with the homes and businesses that lie in the path of construction of the Centennial Corridor Project. If there is no list, when will I be informed that Caltrans will need to purchase my home? Also, are homeowners in Westpark who volunteer to sell their property to Caltrans before Right-of-Way begins going to be offered relocation assistance if they move to another home in Bakersfield? Thank you for any information you can provide regarding this matter.

1

GP-10

Sincerely,

Karen S. Eggemann
4501 Kensington Ave.
Bakersfield, CA 93309

(home) 661-631-8841
(cell) 661-706-3507

End.

We received no response from Kirsten Helton regarding this email. Karen did however see the name Kirsten Helton copied in an email from Steven Milton on Wed, Feb 5, 2014 11:32 am.
A friend of ours is renting our home at 4501 Kensington Avenue through the end of 9/14. We are renting it below market value and less than our mortgage payment because the renters daughter is our daughters best friend in Bakersfield. Our daughter has no idea that her neighborhood is going to be demolished and that all of the streets she walked on will be closed. She has no idea that when she looks out of her front window she won't see any houses, but a wall and a dead end street where she once ran and played. She has no idea that Cindy and Rose next door will be gone. All she knows is that we moved here to be in a better place. We discussed this with her the better part of a year to ease her into the idea of moving if we had to. We didn't expect that we would move such a distance but since no one would provide us answers about who handled ADA issues and pushed back the publishing date for the environmental report, we had no other choice but to protect our daughter and try to prevent stressors from giving her painful tics.

Our child can't participate in normal life activities without assistance as she must take medication to temper the effects of ADHD, OCD, Tourette's Syndrome as well as anxiety and asthma. Without it, tics are present to the degree that our daughter complains of being in pain. She attends regular occupational therapy sessions and will begin summer swim classes that are also therapeutic in nature. One of her doctors recommended swimming to help with stress, anxiety and ADHD she experiences. GP-10-1

Who from the group of people we've contacted about the early acquisition of our home is responsible for deciding our we are not affected by the Centennial Corridor Project? Who from the group knows about the emotional stress and damage this is causing our family? It has been four years and six days since our inquiry about acquisitions went unanswered. We believe it is good that the structure called a freeway will be built to accommodate persons protected by the Americans with Disabilities Act. That structure and changes that will be made in the neighborhood because of it and the pre-planning stages we are in now is harmful to the health of our daughter. Can anyone on your team safely tell us that our child will suffer no ill effects when construction first takes place or that the pollutants created by automobile emissions wont disturb her senses?

It is clear that since the report we waited years to be released has provided us no answers about the fair acquisition of our home so that we can peacefully help our child live her life to the fullest. Instead, we are forced to wait again. What for?

We qualify as a family for a hardship acquisition under at least two of the requirements: medical necessity for a change in climate and physical environment and monetary loss. Working after retirement to support my family because of the climate in Bakersfield is another reason we should not be ignored. A hardship acquisition should at the very least be considered on behalf of our daughter.
We take the well-being of our children seriously. Both of them deserve a safe place to call home. 4501 Kensington Avenue is not that place with a freeway pending its' construction.

Do you recommend we contact legal aid or will your team respectfully acquisition our home above market value and mortgage owed as to accommodate the hardship the Centennial Corridor Project has caused us?

http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1568850/pdf/envhper00468-0281.pdf

Best Regards,

Dr. Jana L. Swearengin,661-619-4818 and Karen S. Eggemann, 661-706-3507

2

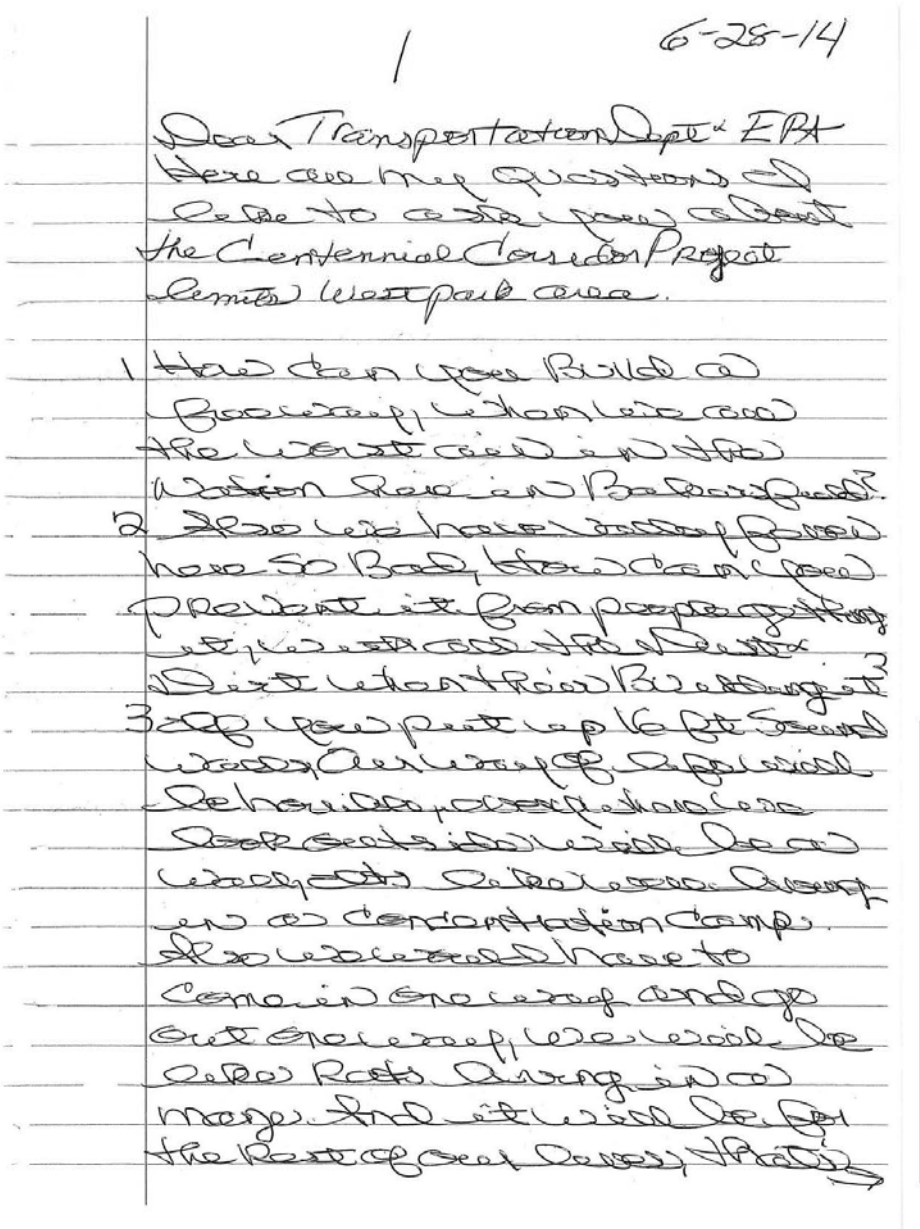
Response to Comment GP-10

Comment Code	Response
GP-10-1	Caltrans is sensitive to the role housing may play in our lives and understands the changes resulting from the roadway improvement project may be difficult for some individuals, especially those people with special needs, as well as those who may be elderly and/or disabled and on fixed incomes. Houses are not just buildings but often homes filled with irreplaceable family memories of a special time and rooted to a particular place. The Centennial Corridor Project would implement measures to minimize negative effects on people's health. To the greatest extent practicable, it is Caltrans' intention to avoid impacts that abut transportation facilities. The Preferred Alternative B has been designed to minimize impacts to adjacent properties where possible, by intending to acquire reduced amounts of right-of-way and limiting the construction footprint while still meeting project objectives. While we understand the personal concerns you have raised, based on the latest preliminary design plans, your property at 4501 Kensington Avenue is not included among properties required to construct the project (Please see Appendix E in Volume 2, Alternative B, Right-of-Way Requirements, Sheets 9 and 10). According to Caltrans' Right-of-Way Manual, a person who is not required to be permanently displaced as a result of a project is not entitled to relocation benefits or compensation, and the hardship acquisition process does not apply. Please note that during the design phase of the project, right-of-way requirements for the project may change. If all or a portion of your property is required, every effort will be made to provide the full extent of benefits and services provided through Caltrans' Relocation Assistance Program and as allowed under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Please see Appendix D in Volume 2, Summary of Relocation Benefits). During construction of the project, including the construction of the sound walls, effects to the surrounding areas are anticipated. Noise and vibration effects would occur during construction of the project, including the proposed sound wall adjacent to your property. Specific effects of construction noise to individuals could not be accurately analyzed because of the varying type of activities, duration, and intensity. Construction noise varies greatly depending on the construction process; type and condition of equipment used; and layout of the construction site. Many of these factors are traditionally left to the discretion of the contractor, which makes it difficult to accurately estimate levels of construction noise. Temporary construction noise impacts would be unavoidable at areas right next to the project alignment. It is possible certain construction activities could cause intermittent localized concern from vibration in the project area. Please note construction activities are temporary and would cease when construction of the project is complete. Equipment involved in construction is expected to generate noise levels ranging from 80 to 89 decibels at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 decibels per doubling of distance. More precise construction noise levels cannot be calculated at this time because some of the necessary data, such as the type of equipment, effective usage factor, and number of each equipment type, have not yet been determined and are left up to the construction contractor who is awarded the project. During construction of the Centennial Corridor Project, measures will be implemented to ensure noise and vibration effects do not severely affect residents within the general area of construction activities. Certain construction phases and activities, such as earth moving with bulldozers, the use of vibratory compaction rollers, impact pile driving, demolitions, or pavement breaking, may cause construction-related vibration impacts such as human annoyance or, in some cases, building damage. It may be necessary to use this type of equipment close to residential buildings. Implementation of Minimization Measure CI-16 would eliminate or minimize vibration impacts during construction activities. Minimization Measure CI-16 states that the contractor shall submit a Noise and Vibration Monitoring and

Comment Code	Response
	Mitigation Plan, prepared by a qualified Acoustical Engineer, for approval by Caltrans. Mitigation Measure CI-16 goes on to state that the contractor shall not start any construction work or operate any noise-generating construction equipment at the construction site before approval of the plan. The plan must be updated every three months or sooner if there are any changes to the construction activities. Please see Section 3.6, Volume 1, Construction Impacts, for more information. Mitigation techniques for control of equipment noise and vibration plus administrative measures, when properly implemented, can provide the most effective means to minimize the effects of construction activity impacts. These standard conditions (SC-CI-23 through SC-CI-25) are listed under Avoidance, Minimization, and Mitigation Measures – Noise and Vibration, Standard Conditions in Section 3.6, Volume 1. The construction contractor would also adhere to specifications instructing construction noise cannot exceed 86 decibels at 50 feet from jobsite activities from 9:00 p.m. to 6:00 a.m.

Comment GP-11

GP-11



6-28-14

Dear Transportation Dept & EPA
Here are my questions I'd like to ask you about the Centennial Corridor Project Centennial Wash park area.

1 How can you build a Boardwalk when we can't even keep the weeds down in Baldwin Park?

2 Also we have valley fever here so Bad, How can you prevent it from people getting it, we can't even keep the Dirt down from Blowing in

3 Are you putting up the Security Cameras, Police Substation, Restrooms, Park Rangers will be needed to patrol this area as Centennial Park. Also Bicyclists have to come in one way and go out another, We would be glad to help out in any manner. And it will be for the Best of our Community Thanks

GP-11-1

GP-11-2

GP-11-3

GP-11

2

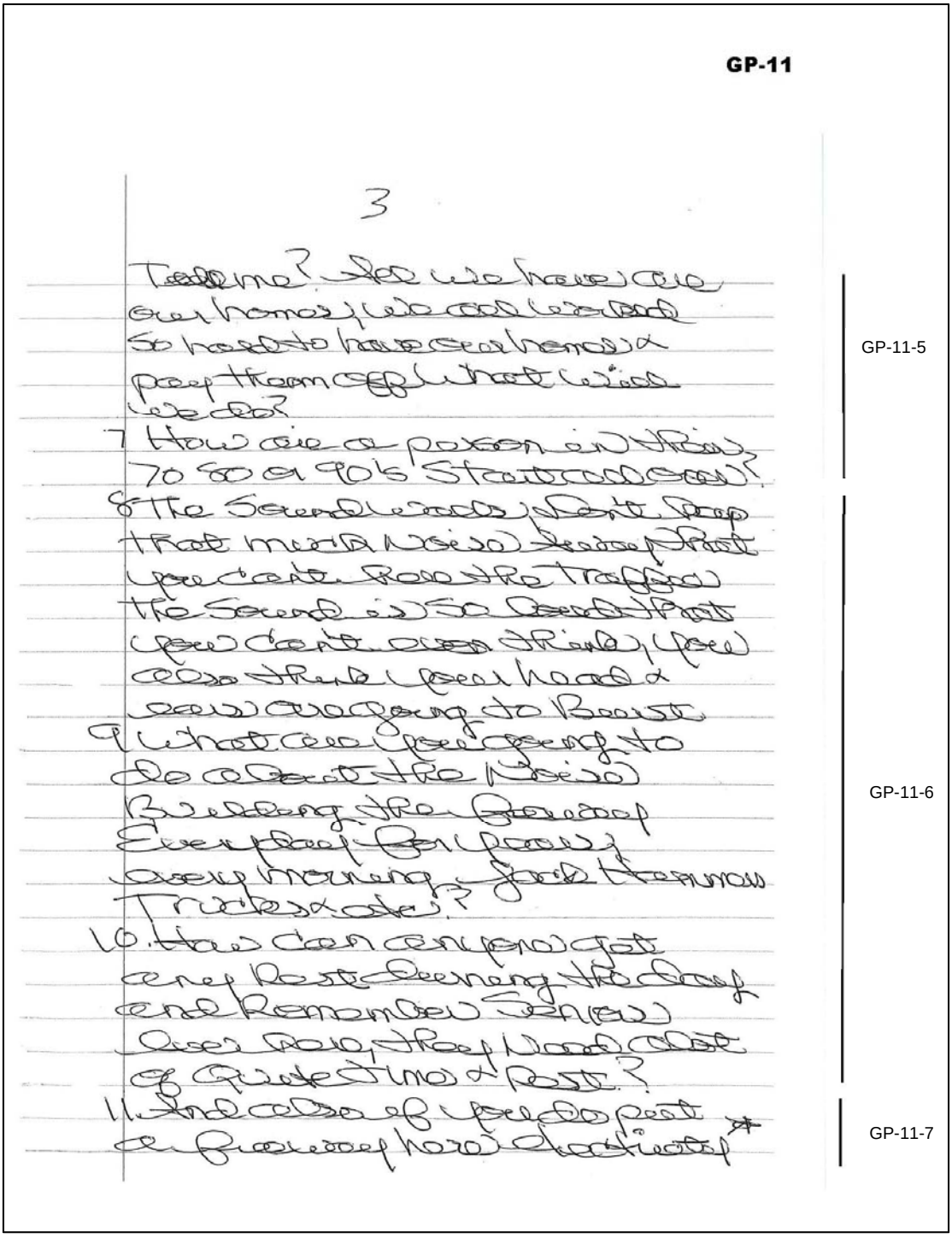
No way to live here, Don't
you agree? You wouldn't
like it. GP-11-3

4 What about our health
& well being, with all
the Noise from hammers
Trucks. How are we supposed
to function in our lives? GP-11-4

5 There are 75% of Seniors
living in West park, who
are Sick, health Diseases
cancer & breathing problems
How can they live with
all the Noise & Dust & Dirt
everyday?

6 And the people who will
have to move and lose
their homes they are Seniors
50% or more are widows
they only live on the
Social Security check
Where or where will they
go and they don't even
have any money, what
Bank is going to give
a 70 year old
a 15 year mortgage GP-11-5

GP-11



3

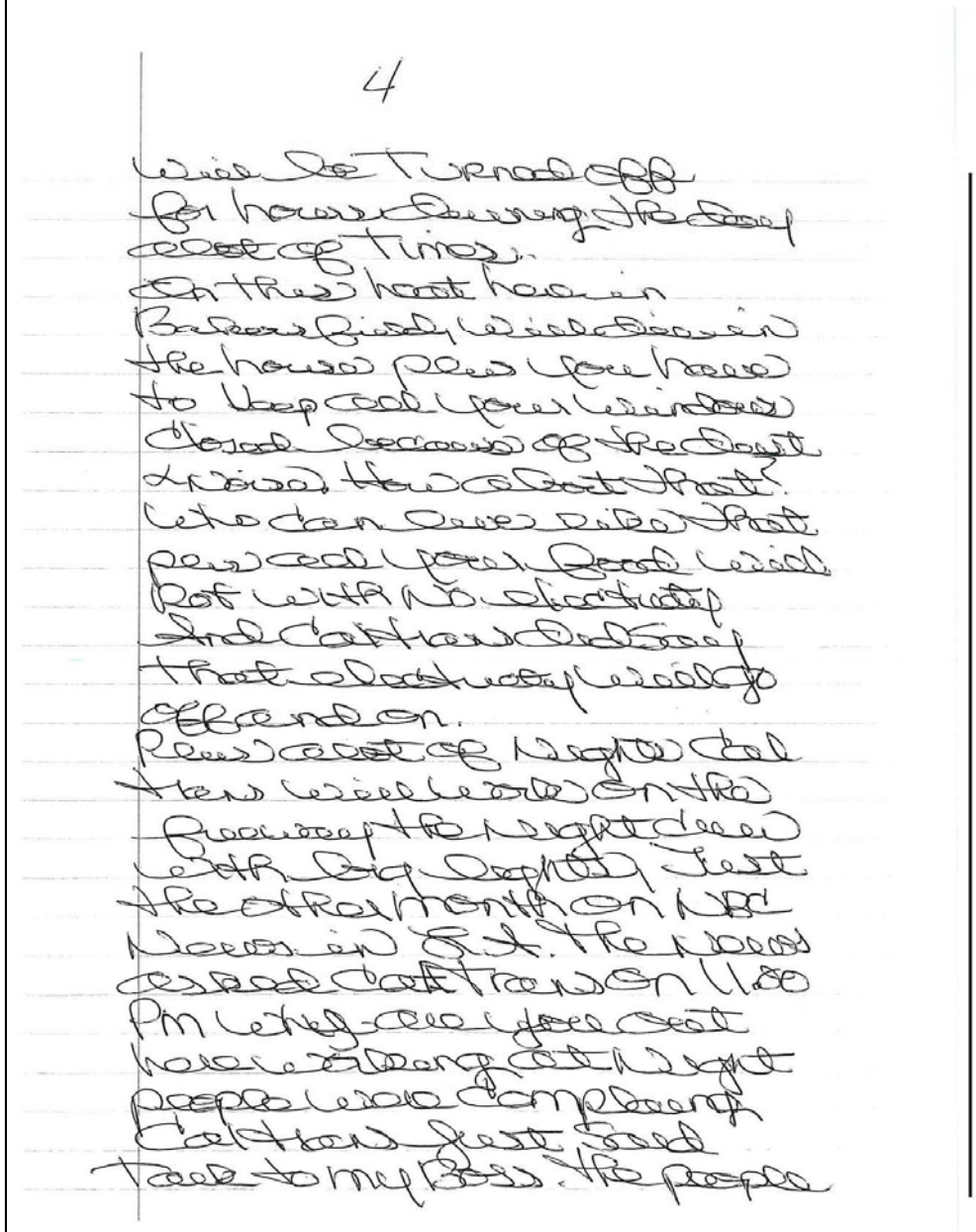
Tell me? Are we have the
our homes, we could work
so hard to have our home &
pay them off what would
we do?
7. How are a person in their
70 or 80's stay calm?
8. The Sound levels, Dirt, Dust
that might be kept out
you can't. Does the Traffic
the Sound is so loud that
you can't even think, you
can't even hear & can't even enjoy to Bowse
9. What can you do to
do about the Noise
Building the Freeway
Everybody, Can you
even imagine, Just Imagine
Trucks etc?
10. How can anyone get
any Rest Sleeping the Day
and Remember Sleep
does not, Stop Noise at
of Quieting & Rest?
11. In case of you do put
a Freeway here Electricity *

GP-11-5

GP-11-6

GP-11-7

GP-11

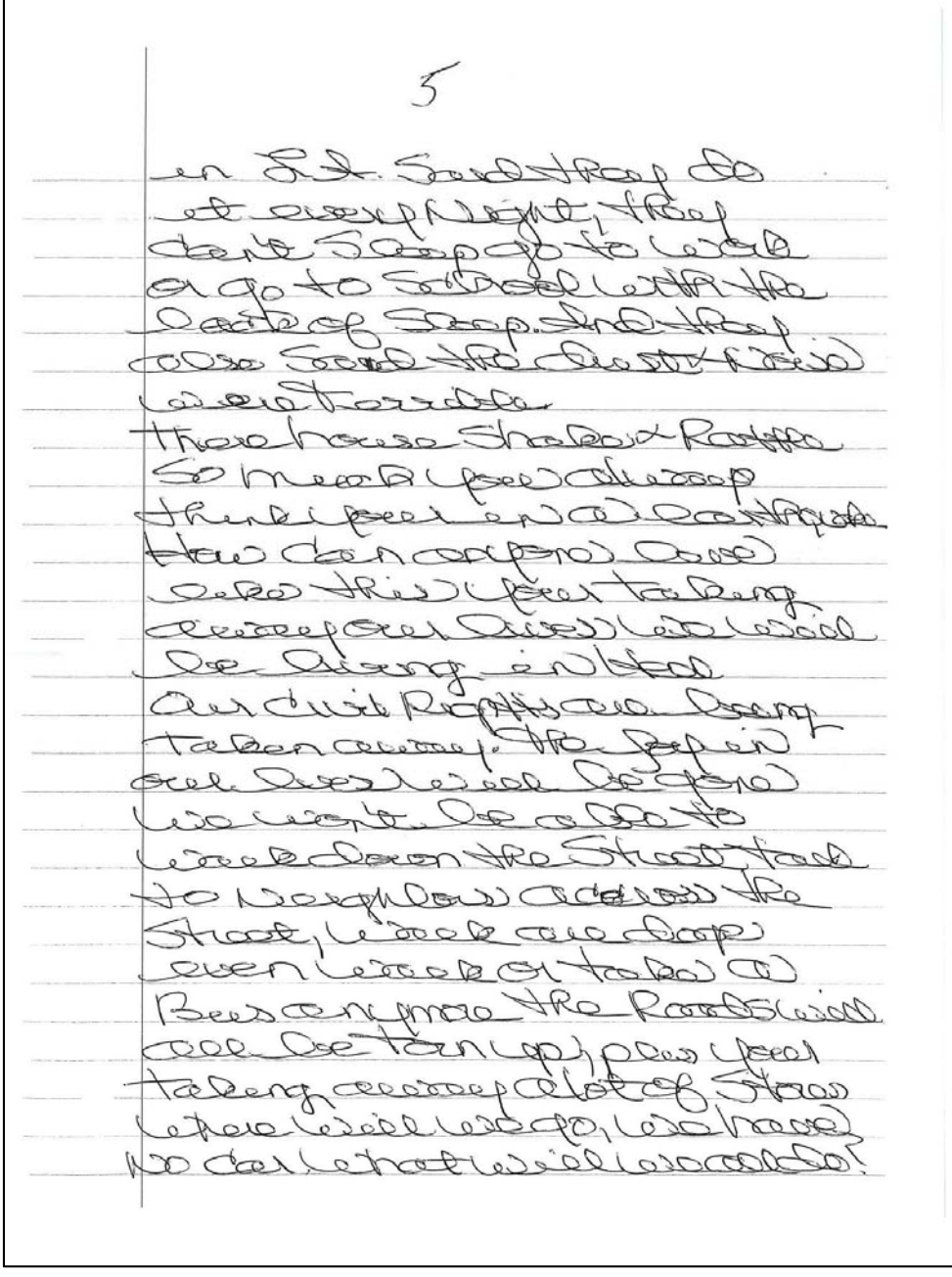


4

will be Turned off
for hours during the hot
part of Times.
On Those hot hours in
Barbara Bixby will be in
the house please you have
to keep cool your windows
closed because of the dust
and soot. How about that.
Who can Give Back that
peaceful year. Good will
Not with No electricity
and Cattle and Sheep
that electricity would go
after us on.
Please at night Call
them will be on the
Freeway the night time
with Big Dogs Tell
the Truth on the News
in St. the News
Cross Cut Traffic on 11:00
PM Why do you Cut
your Lights at night
People were Complaining
Cal Trans Just Said
Took to my Boss. The people

GP-11-7

GP-11



GP-11-8

GP-11

7

Please Stop This freeway
All of us have ~~are~~ are not
Real Young We Can't Start over
at Take the Noise & ~~Dust~~
or ~~Pollution~~ DESTRUCTION of our
Neighborhood.
We ~~have~~ can NOT afford
higher property taxes or
Homeowners insurance etc
high enough.
We have a Beautiful Neighbor
hood Please don't done this
way. We don't want to live
like We're in a Concentration
Camp or a Maze. Have more open
us space. Also keep Head over
Mayor & Adam Tandy over Caltrans
Manager promised us they
would Never put a freeway
here ever, Enclosed is the
paper he wrote promising us that
Don't you think he should keep his
word? Plus Bakersfield can not
afford a freeway, We have to pay
the money Back We'll be like
Mcmegan Bankrupt Please Re
consider this way to Build the freeway

GP-11-9

15

15 Pages misnumbered by author

GP-11

8

Our lives will change forever
We're too old to start over
Our Health our Senior depends
on it.
We will have to stay in the
house all day (work) no air
We would have to keep our
windows closed Because of all
the Noise dust + Destruction
of our Neighborhood.
We can Not live like that
She need a wall We would
live in darkness.
Our way of life will be gone
forever.

Thank-you
Rosalia Reposo
4421 Kensington Ave.
Bakersfield, Ca. 93309

Please Stop this Westpark
freeway.

GP-11-9

GP-11

City of Bakersfield
California
Office of Mayor Harvey L. Hall

May 4, 2001

Ron Brummett, Executive Director
Kern Council of Governments
1401 19th Street, Suite 200
Bakersfield CA 93301

RE: Bakersfield Systems Study

Dear Mr. Brummett:

On March 25, 2001, the City Council received an update to the Bakersfield Systems Study. In that update, six (6) alternates were recommended for further study. One of the six alternates, alternate #9, utilized a route through the Westpark area.

In September of 1994 and again in February of 2000, the City Council went on record as opposing any consideration of this route (see attached copies of Resolutions). The City Council's position has not changed. Not only will the City not support this alternate, but the City will never enter into Freeway Agreements with CalTrans utilizing this alignment.

This letter will serve as our third notice that this alignment should not be considered any further. Please remove it and any other alternate that utilizes this alignment.

Thank you for your prompt attention regarding this issue. Please feel free to contact Jack LaRochelle at 326-3574 should you have any questions.

Respectfully yours,

Harvey L. Hall
Mayor

cc: Honorable Councilmembers
Alan Tandy, City Manager

Attachments

C:\Documents and Settings\vhawley\Local Settings\Temp\KERNCOG LTR - WestPark Alignment.wpd
1501 Truxtun Avenue • Bakersfield, California 93301 • (661) 326-3770 • Fax (661) 326-3779
E-mail address: mayor@ci.bakersfield.ca.us

Response to Comment GP-11

Comment Code	Response
GP-11-1	Air quality is affected by climate, topography, and the types and amounts of pollutants emitted. Bakersfield lies in a basin that has persistent temperature inversions that can trap air pollution and result in stagnant air. During hot summer months, inversion periods can promote the formation of ozone. Winter inversion can promote a buildup of particulates or carbon monoxide. A contributor of poor air quality is traffic congestion. While climate and topography of an area cannot be changed, reducing congestion can help improve air quality. Regional air quality would improve as a result of the proposed project due to the improvement in congestion relief and reduction in stop-and-go traffic. As Bakersfield has grown over the years, and continues to grow, so does congestion from city and regional traffic. State Route 58 is a critical link in the State transportation network and is used by interstate travelers, local commuters, and many regional and inter-regional trucks; however, the efficient movement of traffic, goods, and materials through metropolitan Bakersfield is limited by the existing transportation network. The Centennial Corridor, along with other Thomas Road Improvements Program projects, will provide continuity and relieve traffic congestion along State Route 58 from Cottonwood Road to Interstate 5. Please refer to Section 3.2.6, Air Quality (Volume 1), for further discussion regarding air quality impacts. While fugitive dust and equipment emissions would occur during construction, avoidance, minimization, and mitigation measures would reduce impacts in accordance with the regulations of the San Joaquin Valley Air Pollution Control District. See Section 3.6, Construction Impacts, for measures to reduce impacts during construction.
GP-11-2	Caltrans has outlined appropriate mitigation efforts for Valley Fever and air quality, including the use of a chemical stabilizer/suppressant, tarps and vegetative groundcovers, and water during construction. It is recognized that temporary soil disturbance during construction grading activities could cause fungal spores (if present) to become airborne, potentially putting residents at risk of contracting Valley Fever. However, there are many preventive and precautionary measures that can be undertaken to reduce exposure, such as seeking prompt medical treatment if flu-like or respiratory illness occurs or getting a coccidioidin skin test to determine susceptibility to the disease. To control soil disturbance and fungal spores to become airborne during construction, compliance with Standard Condition SC-CI-21, under the Avoidance, Minimization, and Mitigation Measures in Section 3.6 of the final environmental document (Volume 1), would control dust during project construction. As a result, those measures would reduce the potential for Valley Fever exposure during construction of the project. Construction of the project may result in potential short-term air quality impacts related to dust and equipment emissions that would be minimized by implementing Standard Conditions SC-CI-20 through SC-CI-22, also found in Section 3.6 of the final environmental document (Volume 1). Implementing these measures would reduce the risks of adverse health effects, such as asthma and other respiratory conditions, during project construction. Potential air quality impacts related to the project were determined to be less than significant.

Comment Code	Response
GP-11-3	As discussed in Section 3.1.7, Visual/Aesthetics, in the final environmental document (Volume 1), the sound walls included in the project would be new hardscape features visible from the adjacent land uses (i.e., neighborhoods and commercial areas) and to travelers driving in the Centennial Corridor Project area. Key views provided in Section 3.1.7 show views from existing conditions and simulated views with the project in place. The project has incorporated Measures V-1 through V-5 (see Section 3.1.7) to address the changes in views in these areas as a result of the project. Section 3.1.7, Visual Aesthetics, provided additional discussions and picture simulations regarding existing visual and aesthetic conditions in the project area, the potential visual/aesthetic impacts of the sound walls included in the project, and measures to address those impacts. Please reference the discussion regarding Community Character and Cohesion in Section 3.1.4.1 in Volume 1 of the final environmental document for anticipated changes to neighborhoods. As part of the new freeway construction, changes to several local streets would be required. Any proposed roadway closures or redesign, such as an overpass or underpass of the freeway, would change the circulation patterns and access of the local residents; however, detours and road closures would only be for short durations and for the minimum amount of time necessary to complete the project. Although project design would minimize changes in the circulation pattern as much as possible, closing 11 local streets (see Section 3.1.4, Community Impacts in Volume 1) would inconvenience pedestrians and bicyclists and would reduce direct automobile connectivity to the larger streets in the affected neighborhoods. However, as discussed in Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, the additional capacity provided by the build alternatives compared to the No Build Alternative would help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway.
GP-11-4	Please refer to the discussion regarding potential air quality health impacts in Response to Comment GP-11-1 and GP-11-2. *Air Quality* Please refer to the discussion regarding project impacts to air quality in Response to Comment GP-11-1. *Noise* The house at 4421 Kensington Ave will be acquired as part of the project; therefore, future traffic noise levels are not predicted at this location. The future peak hour traffic noise levels behind your property would be 65 A-weighted decibels with the proposed sound wall. For Alternative B, traffic noise within the Westpark area is anticipated to increase between 0 and 26 decibels, depending on noise receiver locations in relation to the project. As a result, sound walls are planned to help abate the noise impacts. Sound walls are anticipated to reduce traffic noise levels between 1 and 14 decibels. As a result, future predicted traffic noise levels with the recommended abatement measures (sound walls) would range from 53 to 71 decibels. Additionally, the roadway would be built below grade through much of the Westpark neighborhood. See Section 3.2.7, Noise, Volume 1, for further details. *Noise - Construction* Project construction is expected to result in temporary increases in noise levels in areas near construction activities. Equipment involved in construction is expected to generate noise levels ranging from 80 to 89 decibels at a distance of 50 feet. Mitigation techniques for control of equipment noise and vibration, plus administrative measures, when properly implemented, can provide the most effective means to minimize the effects of construction activity impacts. These standard conditions (SC-CI-23 through SC-CI-25) are listed under Avoidance, Minimization, and Mitigation Measures – Noise and Vibration, Standard Conditions (refer to Section 3.6, Construction Impacts). Construction-related noise would be

Comment Code	Response
	temporary throughout the construction period and would cease after project construction is complete.
GP-11-5	Caltrans understands the difficulty for long-time residents, especially the elderly, who may be affected by a roadway improvement project. Your concerns about potential project impacts to seniors are discussed below. *Relocation and Property Acquisition* Caltrans is sensitive to the role housing may play in our lives and understands the relocation process may be difficult for some individuals, especially those people with special needs, as well as those who may be elderly and/or disabled and on fixed incomes. Houses are not just buildings but often homes filled with irreplaceable family memories of a special time and rooted to a particular place. However, it is Caltrans' policy that displaced persons shall not suffer unnecessarily as a result of projects designed to benefit the public as a whole. Implementation of the project would result in the permanent acquisition of full and partial parcels of land within various neighborhoods in Bakersfield. Measure SC-R-1 requires all property acquisitions for the project comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended. Please refer to Section 3.1.4.2, Relocation and Property Acquisition, for additional information on property acquisition and property values. A summary of relocation benefits is also provided in Appendix D of the final environmental document (Volume 2). The Uniform Relocation Act includes a relocation assistance program provides an advisory service and monetary benefit program for individuals and businesses being displaced as a result of a public project. All benefits and services will be provided equitably to all residential and business displacees. The advisory assistance program for individuals and businesses will assist in the relocation by discussing needs and preferences regarding the details of a move, explaining the rights and benefits available, and providing help in obtaining the monetary benefits for which individuals and businesses are eligible. Additionally, advisory assistance includes providing information on available replacement property, including purchase and rental costs, and coordinating and educating landlords, property managers, and other real estate professionals to help secure replacement properties. The monetary benefits of the program for residential occupants include three types of payments available to eligible individuals being displaced from their primary place of residence: (1) a Replacement Housing Payment to assist with the cost of either purchasing or renting a replacement dwelling, (2) payment of closing or incidental costs associated with purchasing a replacement home, and (3) a moving payment to assist with the relocation of personal property. Although it seems that the purchase of your home by Caltrans feels like starting over, your property will be purchased at market value. This would allow you to purchase a comparable home within the same general area without taking out a new loan. It is understood that the purchase of a more expensive home would require higher property taxes. Section 2(d) of Article XIII-A of the California Constitution and Section 68, Rule 462.5 of the Revenue and Taxation Code generally provide that property tax relief shall be granted to any real property owner who acquires comparable replacement property after having been displaced by governmental acquisition or eminent domain proceedings.
GP-11-6	Please refer to the discussion regarding noise in Response to Comment GP-11-4 for further information about permanent and construction noise impacts related to the project.

Comment Code	Response
GP-11-7	*Utility Disruptions* As discussed in the final environmental document (Volume 1) Section 3.1.5, Utilities/ Emergency Services, standard engineering practices used during utility relocations would ensure no substantial interruptions of utility service would occur. Caltrans and utility companies will notify residents in advance of planned utility outages during construction of the project. This would allow residents to plan in advance of utility service disruptions. Extended utility outages to the extent that would affect people's health are not anticipated. *Night Work* As described in Standard Condition SC-CI-23, in Section 3.6 of Volume 1, construction activities shall be minimized to the extent possible in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized during daytime hours; however, nighttime construction may be desirable (e.g., commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with the city of Bakersfield or County of Kern will occur prior to construction in noise-sensitive areas between 9:00 p.m. and 6:00 a.m.
GP-11-8	Caltrans acknowledges that change can be difficult – especially for long-term residents of the neighborhood. However, project design has been developed with the goal of minimizing impacts to the neighborhoods as much as feasible and practical, while also fulfilling the purpose and need of the project. Caltrans will implement mitigation measures to address impacts to residents and neighborhoods. Mitigation measures presented in Section 3.1.1.3, Parks and Recreation; Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities; Section 3.2.6, Air Quality; Section 3.2.7, Noise; and Section 3.6, Construction Impacts, of the final environmental document have been developed to minimize impacts to the neighborhoods affected by project construction and operation. *Vibration* During construction of the project, vibration may be felt by residents living within proximity of the construction area; however, construction measures to minimize vibration will be implemented. This measure is identified as SC-CI-25 in Section 3.6 of Volume 1.
GP-11-9	The letter provided by the City Manager, Alan Tandy and the Mayor, Harvey Hall was specifically directed to the Bakersfield System Study and not to the proposed project as it is today. Not only have the project features changed substantially since the letter was released in 2001, the freeway system proposed in the Bakersfield System Study has changed to the currently proposed Thomas Roads Improvement Program, which is supported by the City Manager and the Mayor. Bakersfield has been experiencing growth and the roadway system has become congested. If no improvements are constructed, traffic congestion will continue to worsen in the future. While the Thomas Roads Improvement Program collection of projects is largely similar to the recommended transportation elements reflected in the Bakersfield Systems Study, there are differences. These include widening of the 23rd and 24th Street couplet through downtown Bakersfield from three lanes each to four lanes; removal of the interchange at 24th Street and Oak Street and the bridge extending Oak Street over the Kern River; replacement of the 7th Standard Road corridor freeway with widening to a four-lane expressway along the existing alignment; and selection of the Alternative B alignment for the Centennial Corridor connection of State Route 58 East with the Westside Parkway, to be rebadged as State Route 58 (West). These changes are all reflected in three rounds of subsequent Kern Council of Governments Regional Transportation Plan updates, all of which included programmatic environmental impact reports and public comment. *Project Funding*

Comment Code	Response
	Your comment regarding funding of the project is noted. The Centennial Corridor Project has funding secured via the Thomas Roads Improvement Program. Funding for the project comes from multiple sources, including Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Federal legislation signed into law on August 10, 2005. The following funding sources have been identified: • Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Section 1301 = $90.44 million • Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Section 1302 = $289.2 million • Other Federal sources = $12.97 million • State = $53 million • Kern County bond = $57.5 million • City of Bakersfield = $206.89 million The County of Kern would be responsible to repay the bond funds. *Community Impacts* As noted in Response to Comment GP-11-8, impacts to adjacent neighborhoods would be minimized as much as feasible and practical in the project's final design phase. Please refer to the above response to comment, as well as Section 3.1.4.1, Community Character and Cohesion, in the project's final environmental document (Volume 1) for a detailed analysis of potential impacts and related minimization measures.

Comment GP-12

GP-12

I am afraid our wonderful family park will become a home for the homeless, drug users, + gangs. If this happens we are in trouble as the only way we have off our street is turning left on Fallbrook + right on La Mirada. I thought there had to be more than one way out of a neighborhood in case of an emergency. Also the sump has flooded Fallbrook + down Kentfield. The streets on Fallbrook + La Mirada get quite full of water on a heavy rain + that is our only way out. GP-12-1 GP-12-2 GP-12-3

I don't see how you can take acres of habitat for Swainson's hawk, acres of habitat for Kit Fox + an Historical District. The government won't even let enough water out for farmers because of Smelts. GP-12-4

Response to Comment GP-12

Comment Code	Response
GP-12-1	Caltrans understands the difficulty of change for long-time residents who may be affected by this roadway improvement project. While the park is not specified in the comment, it is presumed to be Centennial Park, located near Fallbrook Street and La Mirada Drive, northeast of the Preferred Alternative B alignment. Unless there is an existing problem of illegal activities at Centennial Park, the construction of the project is not anticipated to attract the homeless, drug users or gangs. The Centennial Corridor Project would not permanently impact the use of the park after its construction. It is acknowledged as with many cities across California, there are homeless and transient people in various locations in Bakersfield, including in and around the downtown area and parks. There is no way to restrict access to homeless and transient people to certain areas in Bakersfield, however, and unless they are breaking the law or local ordinances, the Bakersfield Police Department cannot physically remove or restrict their access to public areas, including parks.
GP-12-2	Per the city of Bakersfield Fire Code (2010), more than one access is required for areas containing more than 30 one or two family dwellings. As shown in the project plans, there are 10 dwellings on Hillsborough Drive and Kentfield Drive that will be accessed by turning from La Mirada Drive to Fallbrook Street. An alternative design providing access from Fallbrook Street to Marella Way is being considered and will be decided during final design. Overcrossings are proposed on Marella Way and La Mirada Drive to further facilitate local traffic circulation. Emergency vehicle access for police, fire protection, and emergency services would be maintained at all times. Law enforcement, fire, and emergency services could experience slightly increased response times because of construction-related road closures, temporary detours, and increased traffic congestion. It is not expected temporary road closures would result in more than one mile of out-of-direction travel because nearby alternative routes would be maintained and identified as part of the detour plans. For more information on project plans please refer to Appendix E, Project Plans/Right-of-Way Requirements, Volume 2.
GP-12-3	The project would include design components intended to minimize hydrological and floodplain impacts during construction. Additionally, culvert drainage facilities would be installed underneath alignment embankments, where required, to maintain existing stormwater runoff patterns in the study area. The project would use appropriate best management practices designed to provide temporary erosion and sediment control, as well as control for potential pollutants other than sediment. As a result, these best management practices would minimize stormwater and non-stormwater impacts during construction. The proposed drainage system for Preferred Alternative B would keep the existing drainage patterns and route onsite runoff to existing and proposed infiltration basins throughout the drainage system. Because all runoff would be retained within these basins, there would be no changes in offsite flow rate or quantity as a result of the project. Stormwater on pavement would generally drain as surface flow to the outside edge of the freeway/roadway travel lanes or toward the median. Storm drain inlets would then collect the stormwater and direct it into infiltration basins. Several existing drainage facilities would be improved or rerouted to new infiltration/retention basins as a result of the project. The flooding of the sump and the nearby streets of La Mirada Drive and Fallbrook Street during heavy rain is within the city of Bakersfield's right-of-way and should be reported to the city's Public Works Department. Caltrans is not responsible for existing stormwater facility deficiencies within the city of Bakersfield's jurisdiction.

Comment Code	Response
GP-12-4	*Threatened and Endangered Species* It is acknowledged the project would contribute to the ongoing loss of suitable habitat in the project region, including Swainson's hawk and San Joaquin kit fox habitat. As presented in Section 3.3.5, Threatened and Endangered Species, Table 3.47 of the final environmental document (Volume 1), Alternative B would affect about 76.83 acres, encompassing potential foraging habitat for Swainson's hawk and three potential dens for San Joaquin kit fox. Although the project may adversely affect these species, mitigation measures to reduce potential impacts on Swainson's hawk and San Joaquin kit fox have been developed from standard recommendations described in the *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance* (U.S. Fish and Wildlife Service 2011b) and are discussed in Section 3.3.5, Threatened and Endangered Species, of the final environmental document (Volume 1). Accordingly, project design changes have been identified to reduce impacts on the San Joaquin kit fox and have been incorporated into the design plans for the project, as discussed in Mitigation Measure B-4. These design features include permeable fencing along the proposed right-of-way where there is known San Joaquin kit fox activity; curbed medians with limited heights so as not to obstruct the visual field of the San Joaquin kit fox near the roadway; preserving existing San Joaquin kit fox movement corridors such as canal channels and the Kern River, as well as railroad right-of-way, through the use of bridges and/or culverts to facilitate crossings; design options for crossing the Carrier Canal; and compensatory mitigation for permanent loss and temporary disturbance of habitat. In addition, Caltrans has begun coordination with regional In-Lieu Fee programs to identify opportunities for offsite restoration. *Rancho Vista Historic District* Alternative B (Preferred Alternative) would not encroach upon the Rancho Vista Historic District. See Figure 13 in Appendix B (Volume 2), Section 4(f) Evaluation. The alternative would result in an elevated roadway with a sound wall built immediately to the northeast of the district. The elevated structure would alter some views when looking east and northeast from street level from the Rancho Vista Historic District. Section 4(f) also included simulations of what these views might be when the Centennial Corridor is completed (see Photos 1 through 3). The sound wall would provide traffic noise reduction of up to 5 decibels that would lower future traffic noise below 67 decibels, which is the Federal noise abatement criterion for residential areas. Other mitigation measures to offset adverse effects on the Rancho Vista Historic District include the incorporation of hardscape features, landscape, and architectural treatments compatible with the historic character of the Rancho Vista Historic District, such as color, texture, and vine treatment. Specific mitigation to address effects on the historic district were reviewed and approved in the Memorandum of Agreement between the State Historic Preservation Officer and Caltrans on January 6, 2015, and are included in the final environmental document, Volume 2, as Appendix J.

Comment GP-13

GP-13

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Mary Ruth Brown

Address 4408 Kentfield Dr. City/Zip Bakersfield, CA 93309

Representing Self

Do you wish to be added to the project mailing list? ☑ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

I am very concerned about my home as the house to the side of me & the house partially behind me will be taken down. I am very worried as to what all this ground movement will do to my home & my pool. The house on the other side of me & the other house partially behind also have pools. There are 3 pools only seperated by fences & the pools are all over 35 years old. GP-13-1

I live 3 houses down from Centennial Park. The Environmental Impact Report says there will be no impact on the park. This is not so. The parking on Fallbrook will be taken away as there will be a sound wall at the end of the street. The barbecue pit, picnic tables, & area for bounce houses are on the Fallbrook side. The sump is also a dog park & used for soccer games. If people try to park on both sides of Fallbrook as they do now, they won't be able to get out. The street is not wide enough to make a U turn. GP-13-2 GP-13-3

Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-13

Comment Code	Response
GP-13-1	Per your request, your contact information will be added to the project mailing list. Caltrans understands the difficulty of change for long-time residents who may be affected by this roadway improvement project. It is possible certain construction activities could cause intermittent localized vibration in the project area. During certain construction phases, processes such as earth moving with bulldozers, use of vibratory compaction rollers, impact pile driving, demolitions, or pavement breaking, may cause construction-related vibration impacts such as human annoyance or, in some cases, building damage. It may be necessary to use this type of equipment close to residential buildings. Temporary construction vibration impacts would be unavoidable at areas immediately adjacent to the project construction. Specific effects of construction-related vibration to buildings could not be accurately analyzed because of various factors, including type of activities, duration, intensity, type of equipment, and layout of the construction site. There is little potential for building damage when major construction activities take place more than 30 feet from an existing structure. The closest construction activity to the pool will be 65 feet, which will be due to constructing a sound wall. Sound walls are built using augurs which do not generate vibration levels that can cause any building damage unless they are within a few feet of buildings. Therefore, there is no need for any building inspections of houses due to sound wall construction unless there are sound walls to be placed immediately adjacent to a building. If there are buildings within 5 feet of a proposed sound wall, then pre-construction surveys should be considered. The major earth moving work will be at least 90 feet from the pool. Vibration levels will be monitored at different locations during the construction and the appropriate mitigation measures implemented to avoid vibration related impacts. Construction measures to minimize vibration are identified as SC-CI-25 in Section 3.6 of Volume 1.
GP-13-2	During construction, on-street parking would be restricted in and surrounding work areas to accommodate construction equipment and materials. Surplus/unoccupied on-street parking would be available in the immediate area within a one- to two-block radius for park-related parking during and after construction. In addition, two surface parking lots provide parking at Centennial Park, accessible via Fallbrook Street and Marella Way. The proposed project would not affect on-street parking along Fallbrook Street once the project is constructed; however, Fallbrook Street would be converted into a cul-de-sac at Marella Way, eliminating a few existing on-street parking spaces. Sufficient surplus parking on the adjacent streets, and the existing surface parking lots at the park, would remain available to park users.
GP-13-3	Upon project completion, the existing width of Fallbrook Street would remain the same. Fallbrook Street is within the jurisdiction of the city of Bakersfield. If the current roadway does not allow u-turns due to on-street parking, please contact the city of Bakersfield Public Works division to request on-street parking restrictions.

Comment GP-14

FIRST ASSEMBLY

GP-14

July 2, 2014

Ms. Jennifer Taylor
California Department of Transportation
Environmental Division
855 M Street, Suite 200
Fresno, California 93721

RE: EIR of Alternative B of the Centennial Corridor Project.

Dear Ms. Taylor,

On behalf of the 1,100 members and congregants of Bakersfield First Assembly of God, the over 800 preschool through eighth grade students, their parents, the staff of Stockdale Christian School, and the 40 tenants of the "low income" seniors apartments known as the Assembly Manor, we have grave concerns over the selection of Alternative B of the Centennial Corridor Project as it relates to the direct and indirect environmental and economic impact upon our facilities.

ENVIRONMENTAL ISSUES

Your report states that the Alternate B alignment is 1,000 feet from Stockdale Christian School[1]. According to our independent measurements, the alignment is actually located approximately 340 feet from the nearest traffic lane of the alignment and approximately 370 feet from the nearest classroom. Further, under "Air Quality" overview, Stockdale Christian School was omitted as a school facility that within the 500 foot buffer of the alignment.[2] GP-14-1

Given the fact that you omitted this vital fact from your report and in light of several California Codes and Senate Bills [3][4][5][6] and that prohibits the siting of a school within 500 feet of a freeway alignment without a complete evaluation of the health risks from the alignment to the persons would attend or be employed at the school and requires an assessment of hazardous pollutants within ¼ mile of any public school and requires specific responses assessing health risk for schools within 500 feet of busy roadways. We are very concerned with the potential health risks of our students as it pertains to ground-level ozone, carbon monoxide, lead, nitrogen dioxide, sulfur dioxide and particulate matter that will come from the highway alignment. We require a complete study of the air quality on our school site prior to approval of the alignment and assurance from your agency that the air quality will be safe for GP-14-2

[1] Table 4.2 – Page 390
[2] Chapter 3 – Page 115
[3] California Education Code 17213
[4] California Code – Section 21141.8
[5] California Code – Section 21151.8
[6] Californian Senate Bill (SB) 352 – does not specify the type of school.

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GP-14

our students and staff and will not pose any adverse health risks. We are concerned as studies [7][8][9]show "that exercise near sources of traffic pollution has adverse health effects." Further, the County of Los Angeles Public Health Department recommends that schools should be sited, at least, 500 feet from a freeway.
We are aware that these laws are applicable to the siting of "new" schools, however it is our belief that since our school currently exists and your alignment does not, the spirit of the law should be adhered to. We are also aware that these laws apply to public schools.[10] Our position is that since our school is a California accredited school, these laws should apply to all schools regardless of whether they are publicly or privately owned. GP-14-2

If your alignment is approved, there is also an issue of traffic noise and its impact upon the school, its students and staff. By letter dated May 27, 2014 you advised us that our property "might be affected by noise increases from the project" and that you solicited our opinion on the height of a soundwall (S-509). According to your EIR there will be a retaining wall that ranges from 5' to 23' and located 105' from our nearest parsonage and 160' from Assembly Manor, our low income senior apartments. In addition, you are proposing a soundwall of 8' to 16' feet at the base of the elevated highway. According to your Traffic Noise Impact Analysis [11] the existing noise level is 52 dBA. Your predicted noise levels with the alignment increase to 61 to 74 dBA with an average increase of 12 dBA and with a 16' soundwall are mitigated to 56 to 64 dBA. Are these noise levels predicted at your estimated 1,000' feet from our school? If so, what are the noise levels if the alignment is 340' from our school playground? GP-14-3

Next we would like to deal with the noise and pollutant impact of the project's construction, if the alignment is approved. We call your attention to the residents of Assembly Manor. As we have previously stated, this is a "state approved" low income senior housing project with 40 tenants ranging in age from 62 to 95 years with an average of 77 years. With the project located 160' from the alignment, what is going to be the impact upon these people during construction? Will the noise and pollutants increase to a level that they will be intolerable or cause harm to the health and mental welfare of our occupants? We believe that there will be a negative environmental impact. What steps will you take to fully mitigate this impact? GP-14-4

In your report, you state "Disruption of children's education shall be minimized to the extent feasible."[12] Our school is long standing and enjoys one of the very highest ratings of a parochial school in the state. During construction, it is our belief, that noise and pollutants will become a major issue to our student's ability to learn in a safe and quiet environment. What assurances can you give us, the students, their parents, and our staff, that mitigation measures will be in place which will include that no construction will take place within 1,000' of our school's property during 1 hour before and 1 hour after school is in session? What assurances can you give that during construction, pollutants will not endanger any person at our facility? Also be aware, that we are a "place of worship", therefore we require the same assurances while our assemblages take place. GP-14-5

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[7] McConnell R, Berhance K, Gilliland F. London SJ. Asthma in exercising children exposed to ozone: a cohort study. Lancet, 2002 Feb 2;359.
[8] Sharman JE, Cockcroft JR and JS Coombes. Cardiovascular implications of exposure to traffic pollution during exercise. Q J Med 2004; 97:637-643
[9] Rundell KW, Caviston R, Hollenbach AM, K Murphy. Vehicular Air Pollution, Playgrounds and Youth Athletic Fields 2006, Vol. 18, No. 8, 541-547
[10] Appendix B – 10.0 – Page 657.
[11] Table 3.36 – Page 265
[12] Mitigation Measure – Page 907

GP-14

In reviewing the plans and drawings provided, we noted that it is your intent to make Del Rey Court into a part-width street with access directly onto California Avenue. We assume that this was done to provide access to the remaining 4 houses on Del Rey Court and our 3 parsonages on Charter Oaks Avenue. We oppose this street modification as it is our belief that you will create a very dangerous intersection at Del Rey Court and California Avenue. This proposed route will be used by our school's parents to drop off and pick up their children from our school. California Avenue with its 31,050 daily traffic loadings[13] will create an inherent danger to cars attempting to ingress or egress from Del Rey Court as the eastbound traffic will be near "blind" to the Del Rey Court traffic. GP-14-6

ECONOMIC IMPACT

We wish to express our grave concerns of the alignment as it pertains to our schools finances. For years, Stockdale Christian School operated at near capacity of 800+ students. The public announcement of your preferred alignment in November 2012 has clearly made a negative impact on our enrollment. In entry and exit interviews with parents of prospective and enrolled students, they stated that they are concerned with enrolling their children for nine or more years in a school that very well may become unhealthy and not conducive to a positive learning experience. Currently, we are facing a loss of tuition income of thousands of dollars and the freeway project is still in its preliminary stages. With the loss of even one student's tuition of $6,215, we are potentially losing hundreds of thousands of dollars in income. With the reduction in enrollment will come declining use of the facilities and the need to reduce staff thus causing job losses. Please address the potential economic losses in your EIR. GP-14-7

Based upon the above cited information and as stewards of our church, school and low income apartments, we have no alternative but to oppose the Alternate B alignment of the Centennial Corridor project. However, if you were to move your alignment to comply with what we believe are the laws of the State of California, we would have no objection. In fact, we would be in full support of the proposed Alternate C alignment. GP-14-8

Respectfully submitted,

Rick Roper
Chairman of the Board of Directors

Brock Meadors
Secretary of the Board of Directors

[13] Kern Council of Governments Traffic Study

Response to Comment GP-14

Comment Code	Response
GP-14-1	Thank you for participating in the environmental process for the Centennial Corridor Project. It is acknowledged that Stockdale Christian School is within approximately 375 feet of the Preferred Alternative B alignment. The final environmental document has been revised to reflect this change in Section 3.1.4.3, Environmental Justice, and in Table 4.2 in Chapter 4, which lists schools and medical facilities in the project area not limited to just those within 500 feet.
GP-14-2	Your comments concerning air quality are acknowledged. As noted by the commenter, the citation of California Codes (Sections 21141.8 and 21151.8) and California Education Code (17213) are generally applicable to the proposed location and construction of new schools, as opposed to transportation projects such as the Centennial Corridor Project. More detailed information on the air quality analysis can be found in Section 3.2.6, Air Quality, in Volume 1 of this final environmental document. The Air Quality Study Report and analysis determined that predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards. The project would not contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied. A qualitative particulate matter conformity analysis was done to predict the level of local impacts from particulate matter (PM_{10} and $PM_{2.5}$) as a result of traffic operations. The results of the analysis show the project would not cause a new violation or contribute to an existing violation of particulate matter standards with implementation of the project. An analysis was performed by the U.S. Environmental Protection Agency on seven air toxics identified as priority mobile source air toxics. This analysis assessed the project's local effects using projected traffic data, including peak and off-peak roadway traffic volumes and vehicle miles traveled, fleet mix, traffic diversion data, average speed, and associated changes in air toxics emissions from the project alternatives. A significant decrease in emissions and mobile source air toxics was determined for all project alternatives when comparing 2018 and 2038 emissions to the base year (2008) levels. A decrease is expected to occur for all priority mobile source air toxics as a result of Federal and State mandated emission rules and pollution improvements of all vehicles, especially heavy diesel trucks. The mobile source air toxics emissions from Preferred Alternative B would be less than the No Build Alternative along several studied roadways. Local street intersections and Level of Service near the First Assembly of God Church are anticipated to improve as a result of the project. This reduction in traffic delay would result in the reduction of vehicle emissions within the general area of the First Assembly of God Church due to a decrease in vehicle idling. Kern County contains some of the worst air quality in the nation, Caltrans and the San Joaquin Valley Air Pollution Control District are working jointly to implement air quality improvement projects via a Voluntary Emission Reduction Agreement, which will result in the reduction of reactive organic gases, particulate matter (PM_{10}), and nitrogen oxides. Although the air quality analysis determined the proposed project would assist in reducing local and regional air pollution, Caltrans is currently proposing the following targeted improvements through a Voluntary Emissions Reduction Agreement with the San Joaquin Valley Air Pollution Control District to further improve air quality within the general area of the Preferred Alternative B alignment: provide emission-reducing devices to diesel powered school buses, provide heating, ventilation, and air conditioning upgrades to qualified schools, provide tree plantings along the new freeway and replace wood-burning stoves. These improvements will help to enhance the overall local air quality in the Bakersfield area. To the greatest extent practicable, Caltrans and the city of Bakersfield would provide heating, ventilation, and air conditioning upgrades to daycare centers, pre-schools, and schools within 1500 feet within the Preferred Alternative B alignment. Each of the school's existing heating, ventilation, air conditioning system will be separately

Comment Code	Response
	evaluated for efficiency and practicability of an upgrade to reduce indoor particles related to health effects such as exacerbating symptoms of asthma. The complete heating, ventilation, and air conditioning unit may not necessarily require upgrades, but the existing air filtration component of the system is central in reducing indoor particulates and enhancing children's health. One criterion that would be utilized to determine the need for an upgrade is the minimum efficiency reporting values of the existing air filtration system based on a scale of 1 to 20, where 1 is low and 20 is high. According to the Environmental Protection Agency, minimum efficiency reporting values between 7 and 13 are likely to be almost as effective as true High-Efficiency Particulate Air filters in reducing the concentrations of most indoor particles linked to health effects.[1] Available data indicate that even for very small particles, High-Efficiency Particulate Air filters are not necessarily the preferred option. For these small particles, relatively large decreases in indoor concentrations (around 80 percent) are attainable with medium filter efficiency. The proposed minimum filter efficiency for the air filtration upgrade would be a value of 8, which would trap 70% of the air-borne particulates that are 3 to 10 microns in size. Increasing filter efficiency above a minimum efficiency reporting values greater than 13 results in only modest predicted decreases in indoor concentrations of these particles. Daycare centers, pre-schools, and schools with an air filtration rating of less than a minimum efficiency reporting value of 8 may be eligible for this upgrade as part of the Voluntary Emission Reduction Agreement. The heating, ventilation, and air conditioning units of schools along the new alignment would be upgraded to a minimum efficiency reporting value of 8 or greater and would remove particulate matter of at least 2.5 to 10 microns. This targeted air quality improvement would enhance the respiratory health and well-being of children. A complete replacement of the heating, ventilation, and air conditioning system would only be required if the air filtration component of an existing system cannot feasibly be upgraded to obtain the minimum efficiency value of 8.The proposed heating, ventilation, and air conditioning system would be a funded improvement through the Voluntary Emission Reduction Agreement. Caltrans and the city of Bakersfield would coordinate with the San Joaquin Valley Air Pollution Control District to provide details in its implementation.
GP-14-3	Although the draft environmental document incorrectly stated the distance of Stockdale Christian School at 1,000 feet for Alternative B, the Stockdale Christian School noise analysis was correctly modeled. The distance between Receiver RB-38 and the edge of the proposed shoulder is approximately 375 feet; hence, the results of the noise analysis for RB-38, presented in Section 3.2.7, Noise (Volume 1) is correct. The final environmental document reflects the correct distance of 375 feet from the edge of shoulder of Preferred Alternative B to Stockdale Christian School. The existing peak exterior noise level of 52 decibels is based upon the long-term measurement site (LT9) which was within 200 feet of the school. The predicted future peak noise hour traffic noise level for Alternative B at the school is 58 decibels, which is 6 decibels higher than the existing noise level but is 8 decibels below the threshold for impact; therefore, the school is not considered impacted and does not qualify for abatement under the Federal Highway Administration and Caltrans guidelines. Sound walls S509 and S519, considered for the impacted residences along Del Rey Court, would also provide a 1 decibel traffic noise reduction to the school. Therefore, the future traffic noise levels at the school will be 57 decibels with the sound walls, which will be 5 decibels higher than the existing noise level. The predicted noise level of 74 decibels is for a different location along the proposed freeway.
GP-14-4	Project construction is expected to result in temporary noise level increases in areas near construction. Mitigation techniques will be implemented to control equipment noise and vibration and minimize the effects of construction activity impacts. Noise will be monitored and any public noise complaints will be addressed at the time of

Comment Code	Response
	construction by the resident engineer. Please see Section 3.2.7, Noise (Volume 1), of this final environmental document for more information about noise monitoring and mitigation efforts. There is a row of houses between the Assembly Manor and the construction locations for Alternative B, which will reduce construction noise levels for the Assembly Manor. The only loud construction-related noise the Assembly Manor would experience may be related to impact piling if it was used as a construction technique for construction of the California Avenue overpass bridge. At this stage in the design, it is unknown if pile driving will need to be used in this location as part of construction. Additionally, construction and construction related impacts would be temporary and would cease after project construction is complete. If it is feasible, sound walls will be built prior to construction work to mitigate for construction noise. Standard conditions for noise (SC-CI-23 through SC-CI-25) are identified under Avoidance, Minimization, and Mitigation Measures – Noise and Vibration, Standard Conditions (refer to Section 3.6, Construction Impacts in Volume 1). Construction of the project has the potential to create air quality impacts with use of heavy-duty construction equipment. Fugitive dust emissions would result from earthwork and onsite construction activities; however, construction emissions of reactive organic gases and inhalable particulate matters will not exceed the San Joaquin Valley Air Pollution Control District's criteria. This project requires a dust control plan that is issued by the San Joaquin Valley Air Pollution Control District. In addition, the project is subject to the San Joaquin Valley Air Pollution Control District's Rule 9510, which requires contractor equipment to meet all current emission standards. Reductions in emissions can be achieved by onsite mitigation measures. Please refer to Section 3.6, Construction Impacts (Volume 1), for more information concerning the avoidance and minimization measures that would reduce construction emissions. Air emissions associated with construction activity would be temporary and would cease to occur after project construction is completed.
GP-14-5	Caltrans acknowledges your comment concerning the noise impacts during construction. Please refer to Response to Comment GP-14-4 for information on potential noise and air quality impacts during construction.
GP-14-6	Your opposition to the proposed intersection at California Avenue and Del Rey Court is acknowledged. Marella Way will remain open and will continue to provide access to Stockdale Christian School for drop-off and pick-up of students. The proposed preliminary design provides standard stopping sight distance for the posted speed on California Avenue. This will provide adequate time for a vehicle travelling on California Avenue to see a vehicle turning from Del Rey Court and come to a complete stop if needed. At this stage of the project, design plans are preliminary and may change during the final design phase of the project. Final design plans will provide the longest sight line practical at Stockdale Christian School. As such, changes to existing local streets are required as part of the project, and this would affect traffic conditions; however, the build alternatives would result in safety benefits associated with considerably less congestion on local streets. Furthermore, the additional capacity provided by the build alternatives would also help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway.
GP-14-7	The final environmental document addressed impacts to the human environment, physical environment, and biological environment, as required by National Environmental Policy Act and California Environmental Quality Act Guidelines. Economic losses were analyzed within the context of physical changes resulting from the project. Substantial economic impacts on the Stockdale Christian School and Assembly Manor finances are not anticipated from the Centennial Corridor Project's

Comment Code	Response
	implementation. Business operations, including private schools, neighboring a new facility could conceivably experience an increase in activity as improved access and improved travel times may increase the number of potential students within a reasonable driving range. A number of project enhancements has been identified in association with the Centennial Corridor Project, which is expected to enhance the establishments operating adjacent to the new freeway facility. In fact, as the project's Community Impact Assessment (May 2015) detailed, in using the accepted Federal Highway Administration economic model, the proposed transportation improvements are anticipated to enhance the overall economic growth and viability of Bakersfield, not adversely affect the operation of existing, established businesses and non-profit establishments.
GP-14-8	Your opposition to Alternative B and support for Alternative C are acknowledged.

Comment GP-15

GP-15

Date: June 30, 2014

Caltrans
Environmental Div
Attn: Jennifer Taylor
855 M Street # 200
Fresno, Ca. 93721

Re: Centennial Corridor Kern County
Project ID # 06-0000-0484

Request my letter be apart public comment hearing record for; Project #06-0000-0484

Written Pubic comment regarding EIR/EIS for Centennial Corridor Project
Submit by; Marvin Dean Bakersfield resident on be half of KMCA members / Environmental Justice project area resident & myself.

Draft Environmental Impact Report/Public Hearing 60-day comment period until July 8, 2014

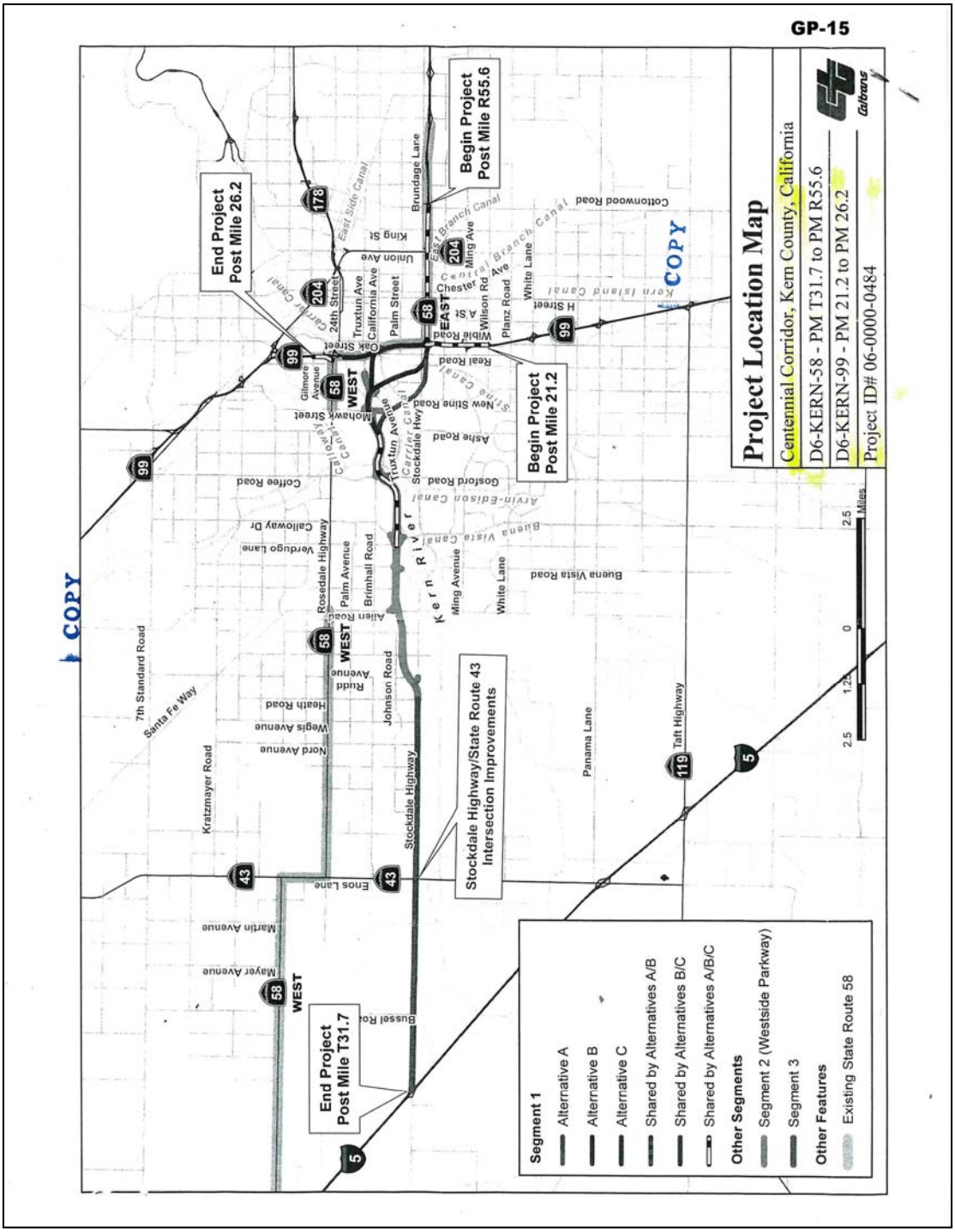
We believe the project draft EIR / EIS **do not fully address project impact to environment justice community in project Bakersfield / Kern Region.**
* Require by law for large project using federal funding !

We are requesting Caltrans, City of Bakersfield, TRIP & Kern Cog direct some project funding to technical assistance & training for environmental justice resident and DBE impacted by Centennial Corridor project; To get ready & able construction jobs & contracting opportunity. GP-15-1

* Example past environment justice impact Caltrans court decree century Freeway Project South Central LA environmental justice resident complaint file

Kern Minority Contractor Assoication (KMCA) offer to help with technical assistance & training for environmental justice resident / DBE small business. I would be happy to discuss this in more detail with project staff team.. Please sent all reply to P.O. BOX 2367, Bakersfield, Ca. 93303 Attn: Marvin Dean, Cell # 661-747-1465

Sincerely,


GP-15
Project Location Map
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans
Begin Project Post Mile R55.6
End Project Post Mile 26.2
Begin Project Post Mile 21.2
End Project Post Mile T31.7
Stockdale Highway/State Route 43 Intersection Improvements
COPY
Segment 1
Alternative A
Alternative B
Alternative C
Shared by Alternatives A/B
Shared by Alternatives B/C
Shared by Alternatives A/B/C
Other Segments
Segment 2 (Westside Parkway)
Segment 3
Other Features
Existing State Route 58
Miles
2.5
1.25
0
2.5
Kern River
Kern Island Canal
East Branch Canal
Central Branch Canal
Carrier Canal
Arvin-Edison Canal
Buena Vista Canal
Cross Cut Canal
Stine Canal
East Side Canal
Brundage Lane
Cottonwood Road
Ming Ave
Chester
A St
Wilson Rd
Planz Road
White Lane
H Street
Wible Road
Real Road
New Stine Road
Stockdale Hwy
Gosford Road
Ashe Road
Buena Vista Road
Panama Lane
Taft Highway
Stockdale Highway
Johnson Road
Ming Avenue
Brimhall Road
Palm Avenue
Rosedale Highway
Coffee Road
Calloway Dr
Verdugo Lane
Allen Road
Rudd Avenue
Heath Road
Wegis Avenue
Nord Avenue
Enos Lane
Martin Avenue
Mayer Avenue
Bussel Road
Kratzmayer Road
7th Standard Road
Santa Fe Way
Oak Street
Truxtun Ave
California Ave
Palm Street
24th Street
Union Ave
King St
Mohawk Street
Gilmore Avenue
Truxtun Avenue
WEST
EAST
99
58
204
178
43
5
119

GP-15


Marvin Dean
President
661 747 1465 Cell
Bid Plan Room
Member Services
Resource Center
KMCA
Kern Minority Construction Association
Building Bridges to Remove Barriers
1330 E. Truxtun Avenue
Bakersfield, CA 93305
Mailing: PO Box 2367
Bakersfield, CA 93303
www.KernMinorityContractors.org
Office: 661 324 7535
Fax: 661 323 9287
email: Marvin@kmca.biz
www.kmca.biz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Your Weekly
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BUSINESS ENTERPRISE
TRADE & FOCUS PUBLICATION

Response to Comment GP-15

Comment Code	Response
GP-15-1	Caltrans thanks you for participating in the environmental process for the Centennial Corridor Project. Your comment pertaining to environmental justice communities has been received and acknowledged. The environmental justice analysis for this project was conducted in accordance with Caltrans' Standard Environmental Reference Handbook (Volume 4, Chapter 8), Title VI of the Civil Rights Act of 1964, and Executive Order 12898. As discussed in Section 3.1.4.3, Environmental Justice, the environmental justice analysis prepared as part of the final environmental document for this project concluded that while environmental justice communities have been identified, the Preferred Alternative B alignment would not result in "disproportionately high and adverse" effects on any minority or low-income communities as discussed in Executive Order 12898 regarding environmental justice because of the equivalent distribution of the effects on all communities through which the build alignments pass. Because the project serves both intraregional and interregional traffic, transportation benefits would be equally available to all residents of the county. For example, all users, including transit users, pedestrians, and bicyclists, would benefit from the continuous east-west route. Implementation of the project would improve existing study area highways, address deficiencies of the existing transportation system, and benefit most study area residents, including minority and low-income populations, by improving mobility and circulation through the project area. As a condition of receiving Federal Highway Administration funds, Caltrans has implemented the Disadvantaged Business Enterprise Program. The Disadvantaged Business Enterprise Program is based on Federal regulations (*Code of Federal Regulations* Title 49 Part 26) mandated by the U.S. Department of Transportation. It is the policy of Caltrans that businesses identified as a Disadvantaged Business Enterprise, as defined in these Federal regulations, have an equal opportunity to receive and participate in U.S. Department of Transportation-assisted contracts. Disadvantaged Business Enterprises must be certified under the Unified Certification Program. The link to check for certified Disadvantaged Business Enterprises can be found at http://www.dot.ca.gov/ucp/GetLicenseForm.do. Although Caltrans understands your concern, please note the procurement of construction services for the project is outside the purview of this final environmental document. As an advocate of small business participation, Caltrans Central Region has implemented a small business Architectural & Engineering mentor-protégé program, with quarterly meetings, also known as the "Calmentor Program." In promoting partnerships with the private consulting industry, Calmentor supports the participation of certified Disadvantaged Business Enterprise Programs, as well as Small Business Enterprise and Disabled Veterans Business Enterprise firms in Central Region architectural and engineering contracts. Calmentor is consistent with the Governor's Executive Order No. S-11-06 to promote small and emerging business contracting with the State. More information can be found at: www.dot.ca.gov/dist6/ppm/calmentor.

Comment GP-16

GP-16

TIME TRIAL INVESTMENTS
Gary Trenda

26002 Shadow Rock Lane Valencia, California 91381

• 661-259-6719 office phone 661-993-8348 cell phone
E-Mail: carolandgary123@yahoo.com

Date: June 25, 2014

RE: California Apartments

4415 California Ave

Bakersfield, California 93309

TO Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
855 M Street, Suite 200

Fresno, CA 93721

Dear Jennifer:

From: Gary Trenda <carolandgary123@yahoo.com>
Subject: District 6 / Cal Trans
Date: June 24, 2014 4:53:07 PM PDT
To: D6.Webmaster@dot.ca.gov

I'm voicing my concern over the construction of the freeway near the California Apartments at 4451California Ave, Bakersfield California. The construction of this freeway is a major environmental concern dealing with noise and air pollution. My apartments are going to receive what some term a muffled noise and reduced air quality in the area around California Apartments. If these conditions do occur, as I feel they will, the lose of future rents and income will directly contribute to lose of income and value of my apartment. My question if this occurs who and what department will be responsible for the harm and lose of value and income of my apartment building. I feel that this this letter is to put you on notice of this potential finical loss.

GP-16-1

GP-16-2

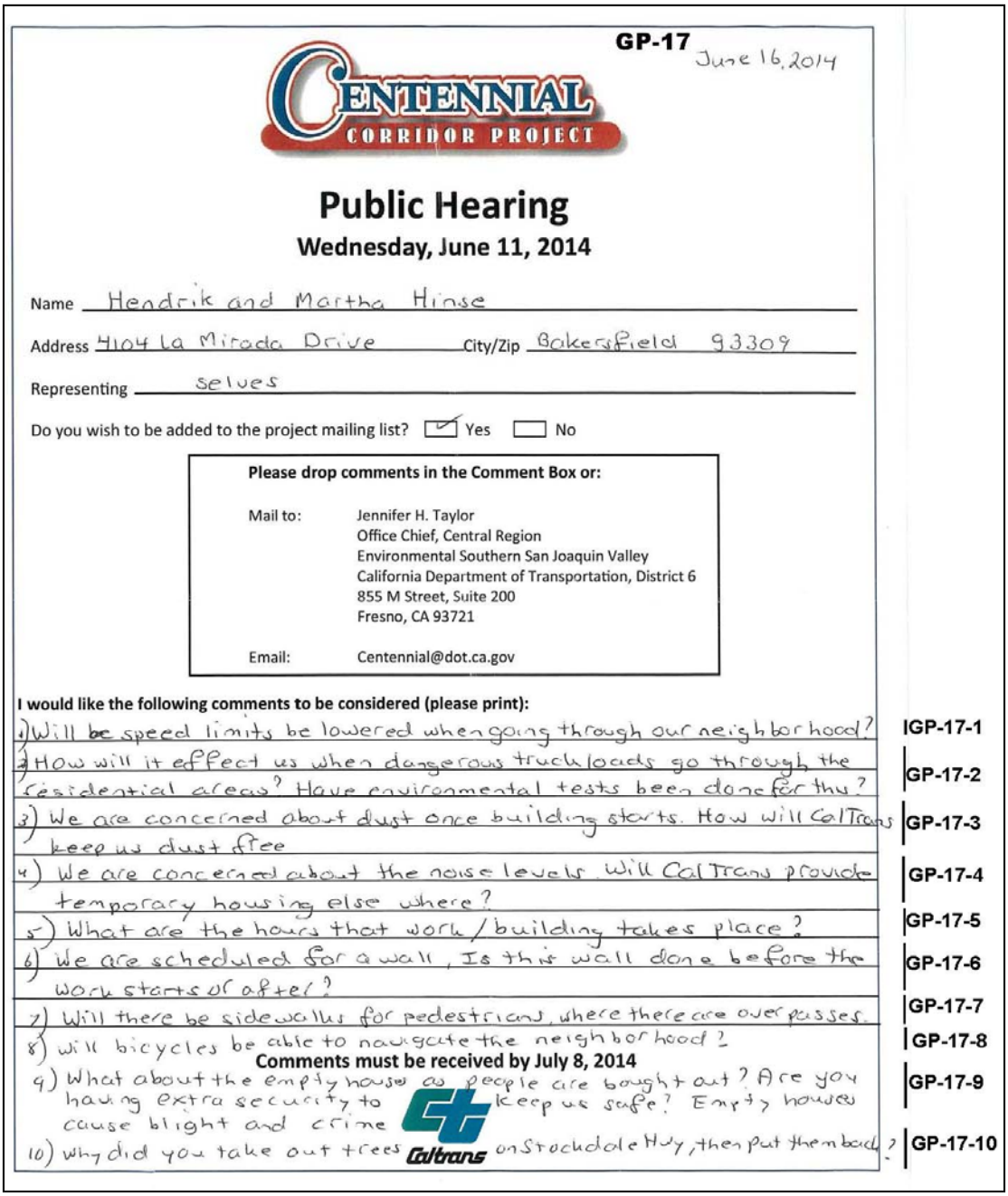
Thank you:

Response to Comment GP-16

Comment Code	Response
GP-16-1	*Air Quality – Operations* The air quality study prepared for the Centennial Corridor Project indicates that potential air quality impacts were found to be less than significant and that the project would improve regional air quality due to reduction in congestion on local roadways and vehicle idling. Improvements to air quality are also attributed to the improved pollution emission performance of a modernizing fleet of all vehicles, especially heavy diesel trucks, as a result of Federal and State fuel content and engine emissions rules. In addition, the results of the air quality analysis indicate that the Centennial Corridor Project would be within regional and Federal air quality standards and would not cause or contribute to a violation of any air quality standards. To further minimize air quality pollutants within the general area of the project, Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District. Through this agreement, targeted improvements will be provided within the general area along the Preferred Alternative B alignment. More detailed information on air quality analysis can be found in Section 3.2.6, Air Quality. *Air Quality – Construction* Construction of the project has the potential to create air quality impacts through the use of heavy-duty construction equipment. Fugitive dust emissions would result from earthwork and onsite construction activities. Reductions in fugitive dust can be achieved by onsite mitigation measures. Compliance with the standard conditions SC-CI-20 through SC-CI-22 listed under Avoidance, Minimization, and Mitigation Measures – Air Quality, Standard Conditions (refer to Section 3.6, Construction Impacts), would reduce construction emissions. Some of these measures to control dust include using water or chemical stabilizer/suppressant, covering disturbed areas with tarps, and limiting speeds in unpaved areas. Air emissions associated with construction activity would be temporary and would cease to occur after project construction is completed. *Noise/Vibration* Existing noise was measured near the California Apartments at 58 decibels, which is represented as RB-4 in Table 3.36 in Volume 1 of the final environmental document. Noise levels with the Preferred Alternative B are predicted to be 63 decibels. An increase of 5 decibels is anticipated, which is barely perceptible to the human ear. This increase is not considered a significant noise impact to the California Apartments. Project construction is expected to result in temporary increases in noise levels in areas near construction activities. Short-term noise would be generated by worker trips to and from construction areas, trips to bring heavy equipment to and from construction areas, trips to deliver materials to or remove materials from construction areas, and operation of heavy equipment at varying power levels during construction. Mitigation techniques for control of equipment noise and vibration, in addition to administrative measures, can provide the most effective means to minimize the effects of construction activity impacts when properly implemented. Construction-related noise would be temporary and would cease after project construction is complete. These standard conditions (SC-CI-23 through SC-CI-25) are listed under Avoidance, Minimization, and Mitigation Measures – Noise and Vibration, Standard Conditions (refer to Section 3.6, Construction Impacts).
GP-16-2	As mentioned in Response to Comment GP-16-1, conditions within the general area of the California Apartments will change as a result of the Centennial Corridor Project. Whether the project would contribute in loss of rental income, Caltrans is not responsible for potential financial rental losses. Several comments were received regarding property values. Some individuals have expressed a general belief the project would result in decreased property values due

Comment Code	Response
	to various reasons, including temporary construction impacts, property acquisitions, and/or project features being closer to properties than previously believed. However, the final environmental document does not specifically discuss property values as part of the California Environmental Quality Act/National Environmental Policy Act analysis. The Centennial Corridor Project may have an effect on property values, but it is not likely to be a major change based on literature Caltrans reviewed and summarized in Appendix D, Volume 4 of the Standard Environmental Reference (Community Impact Assessment). The effects of highway improvements on property values have been studied extensively, especially the impacts on single family residential property. Most studies, though not all, conclude new transportation facilities, including freeways, have an overall positive effect on property values. One such independent research study, conducted by professors from Cal Poly University Pomona, evaluated the effects on housing prices of a new freeway in Southern California, the Interstate 210 extension, which opened in 2002 (Reibel, *et. al.* 2008). It is worth noting that in reviewing four years of housing sales data, the researchers found while all house prices generally continued to climb in the freeway corridor, those houses located within 0.4 mile of the new freeway facility did not see their values rise as rapidly. The authors attributed this, as have other studies, to certain negative effects associated with freeways which are often found at very short distances on houses nearby, such as increased noise, and air pollution, and which may have the effect of keeping the value of the house from increasing at the same rate of those located a bit further away (that is, beyond 0.4 mile). At the next functional range of distances, the benefits are still close enough to be beneficial but the general negative proximity impacts are diminished. At even greater distances away from the new freeway, the value of increased mobility and accessibility gradually declines to zero. In particular, price appreciation following the freeway construction is the slowest for houses in the closest proximity to the freeway (within 0.4 mile), much faster at moderate distances, and slower again as the distance further increases. In addition, another study concluded that the freeway design is also an important factor, with depressed freeways contributing most to property values (Siethoff 2002). This pattern is consistent with studies reviewed for Caltrans Volume 4 Appendix D. Another study conducted for the Arizona Department of Transportation and the Federal Highway Administration California found property values increase at a greater rate for both commercial and multi-unit apartments over single family residences (Carey: 2001).

Comment GP-17



GP-17 June 16, 2014

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Hendrik and Martha Hinse

Address 4104 La Mirada Drive City/Zip Bakersfield 93309

Representing selves

Do you wish to be added to the project mailing list? ☑ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

1) Will be speed limits be lowered when going through our neighborhood? GP-17-1

2) How will it effect us when dangerous truck loads go through the residential areas? Have environmental tests been done for this? GP-17-2

3) We are concerned about dust once building starts. How will CalTrans keep us dust free GP-17-3

4) We are concerned about the noise levels. Will CalTrans provide temporary housing else where? GP-17-4

5) What are the hours that work / building takes place? GP-17-5

6) We are scheduled for a wall, Is this wall done before the work starts or after? GP-17-6

7) Will there be sidewalks for pedestrians, where there are overpasses. GP-17-7

8) will bicycles be able to navigate the neighborhood? GP-17-8

Comments must be received by July 8, 2014

9) What about the empty houses as people are bought out? Are you having extra security to keep us safe? Empty houses cause blight and crime GP-17-9

10) Why did you take out trees on Stockdale Hwy, then put them back? GP-17-10

Caltrans

Response to Comment GP-17

Comment Code	Response
GP-17-1	The Centennial Corridor Project will not increase speed limits on residential streets. The current residential speed limit on La Mirada Drive and the posted speed limit after construction of the project would be 25 miles per hour, which includes the speed limit for the La Mirada overcrossing. This speed limit allows for safe operations given the design of the road, number of lanes, and traffic controls. The speed at which vehicles travel on any given road cannot be completely controlled through design features; drivers will drive the speed they choose, sometimes without regard for the posted speed limits or areas requiring special attention such as schools or parks. Following construction of the project, traffic speeds would be surveyed to verify the current speed limits are appropriate. It should be noted it is beyond the scope of the environmental document to address lowering speed limits on neighborhood streets. During construction of the project, the speed limit within the general area of the neighborhood may be lower than 25 miles per hour, depending on construction activities.
GP-17-2	Heavy trucks transporting goods and hazardous waste are prohibited from utilizing residential streets with exceptions during construction. Specific traffic routes have been adopted by city of Bakersfield ordinance, pursuant to California Vehicle Code Section 35701, for trucks and other commercial vehicles over 25,000 pounds. The city of Bakersfield has adopted truck routes for both Interstate and California Legal type trucks. During construction of the project, heavy trucks may be present within residential neighborhoods, but their presence would be temporary and primarily used for transporting equipment and hauling material and debris to and from the site. The project would implement dust control measures such as covering truck beds to minimize fugitive dust. Compliance with the standard conditions SC-CI-20 through SC-CI-22 in Section 3.6, Volume 1, of the final environmental document would also minimize potential impacts to air quality. Heavy trucks will be permitted on State Route 58. Freeways generally have a lower accident rate than surface streets, and moving truck traffic away from local streets, such as Rosedale Highway, to State Route 58 will provide a safer route for transporting hazardous materials. Preferred Alternative B proposes a combination of retaining walls, sound walls, and concrete barriers, which will create a buffer between trucks travelling on the freeway and residential neighborhoods, which would protect residents from trucks overturning and spilling hazardous waste materials.
GP-17-3	Construction of the project has the potential to create air quality impacts through the use of heavy-duty construction equipment. Fugitive dust emissions would result from earthwork and onsite construction activities. Reductions in fugitive dust can be achieved by onsite mitigation measures. Compliance with the standard conditions SC-CI-20 through SC-CI-22 listed under Avoidance, Minimization, and Mitigation Measures – Air Quality, Standard Conditions (refer to Section 3.6, Construction Impacts), would reduce construction emissions. Some of these measures to control dust include: using water or chemical stabilizer/suppressant, covering disturbed areas with tarps, and limiting speeds in unpaved areas. Additionally, sound walls shall be constructed prior to freeway construction, where feasible, to aid in the reduction of air quality impacts during and after construction. Air emissions associated with construction activity would be temporary and would cease to occur after project construction is completed.
GP-17-4	Project construction is expected to result in temporary increases in noise levels in areas near construction activities. Equipment involved in construction is expected to generate noise levels ranging from 80 to 89 decibels at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of

Comment Code	Response
	about 6 decibels per doubling of distance. More precise construction noise levels cannot be calculated at this time because some of the necessary data, such as the type of equipment, effective usage factor, and number of each equipment type, have not yet been designated. However, sound walls shall be constructed prior to freeway construction, where feasible, to aid in the reduction of noise impacts during and after construction. Mitigation techniques for control of equipment noise and vibration, plus administrative measures, when properly implemented, can provide the most effective means to minimize the effects of construction activity impacts. These standard conditions (SC-CI-23 through SC-CI-25) are listed under Avoidance, Minimization, and Mitigation Measures – Noise and Vibration, Standard Conditions (refer to Section 3.6, Construction Impacts). Night-time construction work is anticipated, but if noisy activities occur near the residential neighborhood at night, then providing temporary accommodations may be considered.
GP-17-5	Although most of the project-related construction is anticipated to occur during daylight hours, limited evening or night construction may be required. Any night construction activities would likely be limited in scope and duration, especially in the vicinity of residential neighborhoods. If night work is required, notification of nearby residents would be provided in advance of construction activities.
GP-17-6	At this stage of the project, information on the schedule of construction of sound walls is not available; however, if it is practical, sound walls will be constructed before start of the other construction activities to reduce construction noise. Sound walls will be constructed prior to the opening of the roadway to the traffic.
GP-17-7	Sidewalks and crosswalks would be provided at all intersections to facilitate the movement of nonmotorized and pedestrian traffic. Preferred Alternative B would provide pedestrian and bicycle cross-freeway overcrossing access at La Mirada Drive and Marella Way. Permanent pedestrian traffic crossings and sidewalks would also be provided at Ford Avenue, California Avenue, Stockdale Highway, Belle Terrace, Ming Avenue, Hughes Lane, and H Street.
GP-17-8	The proposed closure to through traffic of Montclair Street, Charter Oak Avenue, Woodlake Drive, Kensington Avenue, Hillsborough Drive, Kentfield Drive, and Williamson Way due to the construction of Preferred Alternative B would eliminate some of the travelways used by bicyclists, which would result in modified travel patterns in the same neighborhood. Although bicycle travel patterns would be altered as a result of the project, local roadways modified by the project would be accessible by bicyclists on either side of the Preferred Alternative B alignment throughout the neighborhood. Permanent bicycle and pedestrian traffic crossings would be located at La Mirada Drive, Marella Way, Ford Avenue, California Avenue, Stockdale Highway, Belle Terrace, Ming Avenue, Hughes Lane, and H Street. Overcrossings and undercrossings would be constructed as part of the Preferred Alternative B alignment to cross the new freeway and to enhance local circulation. Overcrossings are proposed at Marella Way and La Mirada Drive and an undercrossing is proposed at Ford Avenue. After the circulation of the draft environmental document, Caltrans has decided to implement all of the proposed crossings, including maintaining the La Mirada Drive overcrossing. Accordingly, proposed overcrossings at La Mirada Drive and Marella Way, as well as the proposed undercrossing at Ford Avenue, would provide three local street connections between California Avenue and Stockdale Highway. Caltrans recognizes the positive effects of nonmotorized transportation, such as bicycles, on the environment. By providing a bicycle connection within the Centennial Corridor Project area, it is possible an improved bicycle connection to an

Comment Code	Response
	existing Class I and Class II bicycle facility could increase bicycle usage. Caltrans has decided to include a bicycle and pedestrian connection between California Avenue and Commerce Drive as part of the project. This decision was made in response to public requests for a bicycle connection spanning over the Carrier Canal. This improvement would enhance bicycle and pedestrian connectivity and would result in minimal effects to the environment during construction.
GP-17-9	During right-of-way acquisition, which is expected to take about 2 years, buildings and homes would be acquired and demolished. To minimize graffiti, vagrancy and safety problems associated with vacant buildings, a strategy for handling the acquired properties would be developed to include the following options: (1) rent the homes and businesses on a month-to-month basis to keep them occupied as long as possible in advance of demolition; or (2) demolish each building as soon as feasible after acquisition. This latter option would result in vacant lots interspersed in business areas and neighborhoods. With either option, proper management of acquired property is a key consideration. All property acquisitions for the project would comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. A summary of relocation benefits is also provided in Appendix D of the final environmental document, Volume 2.
GP-17-10	The removal of trees along Stockdale Highway was conducted by the city of Bakersfield as a local project. For the Centennial Corridor Project, removal of trees and vegetation would be required during construction. Replacement of trees and other types of landscaping is often required to ensure impacts to aesthetics and visual resources are less than significant. At this stage of the project, the type of vegetation and specific landscaping information is not available. During the design phase of the project, Caltrans will decide the appropriate landscaping plan to implement where trees and other vegetation are removed to construct the project. Consideration on landscaping would include several factors, such as aesthetics, drought tolerance, and public input.

Comment GP-18

GP-18

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Daniel Cronquist

Address 4208 Tierra Verde #7 City/Zip Bakersfield, 93301

Representing self

Do you wish to be added to the project mailing list? ☐ Yes ☒ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

I strongly believe that the project should be built. My preference is for Alignment "B". GP-18-1
The project will benifit all of Bakersfield.

Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-18

Comment Code	Response
GP-18-1	Your support for Alternative B has been acknowledged. Caltrans thanks you for participating in the environmental process for the Centennial Corridor Project.

Comment GP-19

GP-19

June 11, 2014

Mark Cronquist
4409 Onyx Court
Bakersfield, CA 93308

RE:/ Freeway Names use on Interchange Signs

My comment relates to the design of the proposed freeway. Specifically, I want to discuss the need to include freeway names on the new freeway to freeway interchange guide signs. Specifically, including the names: Westside Freeway (future western alignment of State Route 58), Mojave Freeway (existing eastern alignment of State Route 58), and Golden State Freeway (existing alignment of State Route 99).

The California Manual for Uniform Traffic Control Devices (California MUTCD) section 2M.10 Memorial or Dedication Signing, subsection 12 states "At freeway to freeway interchanges, overhead signing by freeway name may be included in primary directional signs only when the freeway name is well recognized and space permits." I believe the use of freeway names on the affected routes is wide spread enough to meet this threshold, and should be included.

The Westside Parkway is already commonly referred to by most residence in Bakersfield. The freeway is also currently signed as the Westside Parkway at all local interchanges along the route. Not including this name on the interchange guide signs would be confusion to drivers, and be inconsistent with the existing road. GP-19-1

The name "Mojave Freeway" for eastern alignment of State Route 58 is also in wide spread use. The name is currently used on a variety of documents, including several by Caltrans. Its name is also important as a way to differentiate from the Westside Parkway. Drivers need to be informed the difference between the Westside Parkway, which travels through the Westside of Bakersfield, and the Mojave Freeway, which travels through the Eastside of Bakersfield. Including its name would eliminate that confusion.

The name "Golden State Freeway" has its origins in the 1920's, when the original route was US 99 and a highway. Referring to a route from Sacramento to Los Angeles through the San Joaquin Valley, it is one of the more recognized freeway names in California. It is already well signed in Los Angeles County. It

GP-19

should be include at the interchange for consistency. Having the other two freeways signed, but not signing the Golden State Freeway, would lead to confusions, as drivers would question which freeway was not named.

The goal of road signs is to clearly and consistently give information to drivers. Omitting important information from signs will lead to confusion to drivers. It is important that freeway names, already in use, be included on new interchange guide signs to insure drivers are properly informed.

GP-19-1

Sincerely,

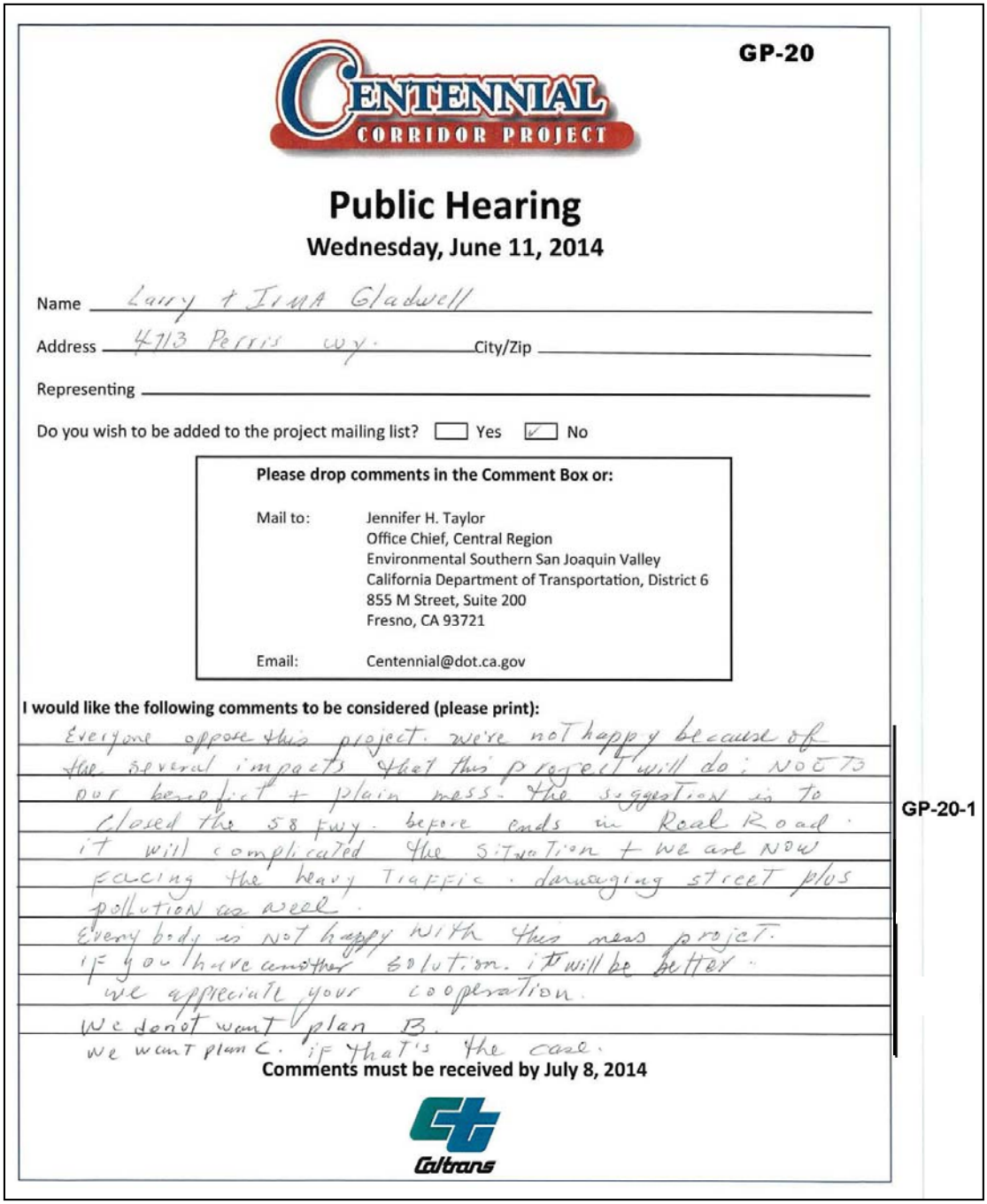
Mark Cronquist

Mark Cronquist

Response to Comment GP-19

Comment Code	Response
GP-19-1	Caltrans thanks you for participating in the environmental process for the Centennial Corridor Project. Freeway signage will be finalized during the final design phase of the project according to California Guide Sign Specifications, as presented in the California Manual on Uniform Traffic Control Devices (2012). According to the manual, “the development of a signing system for freeways and expressways is approached on the premise that the signing is primarily for the benefit and direction of road users who are not familiar with the route or area. The signing furnishes road users with clear instructions for orderly progress to their destinations. Sign installations are an integral part of the facility and, as such, are best planned concurrently with the development of highway location and geometric design.” Please note Section 2M.10 of the California Manual on Uniform Traffic Control Devices refers to highway signage of memorial highways that are dedicated in recognition of a person or entity.

Comment GP-20



GP-20

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Larry + Irma Gladwell

Address 4713 Perris wy. City/Zip

Representing

Do you wish to be added to the project mailing list? ☐ Yes ☑ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

Everyone oppose this project. we're not happy because of the several impacts that this project will do; NOT TO our benefit + plain mess. the suggestion is to closed the 58 fwy. before ends in Real Road. it will complicated the situation + we are NOW facing the heavy Traffic. damaging street plus pollution as well.
Every body is NOT happy With this mess project.
if you have another solution. it will be better.
we appreciate your cooperation.
We donot want plan B.
we want plan C. if that's the case.

GP-20-1

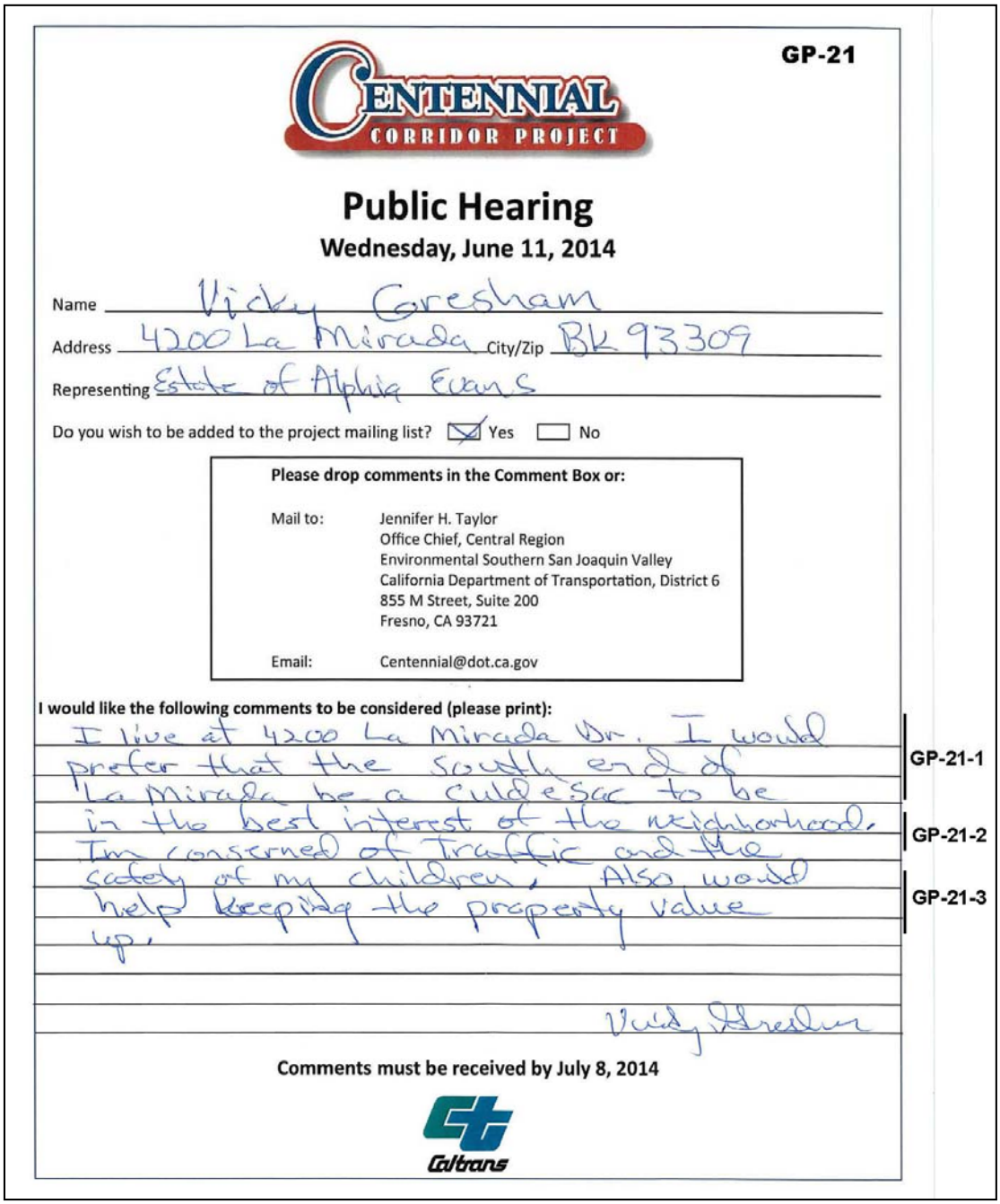
Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-20

Comment Code	Response
GP-20-1	Thank you for participating in the environmental process for the Centennial Corridor Project. Caltrans understands the difficulty of change for long-time residents who may be affected by this roadway improvement project. Your opposition to Alternative B and your support for Alternative C are acknowledged. The project is intended to solve the problem of State Route 58's current lack of route continuity, which contributes to traffic congestion and reduced levels of service on adjoining highways and local streets. The population growth anticipated in the region, along with an expanded goods movement, involving an even greater amount of regional truck traffic, will make completing this link in the state highway network even more critical. Please see Section 1.2, Purpose and Need in the environmental document, Volume 1.

Comment GP-21



GP-21

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Vicky Goresham

Address 4200 La Mirada City/Zip BK 93309

Representing Estate of Alphia Evans

Do you wish to be added to the project mailing list? ☒ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

I live at 4200 La Mirada Dr. I would prefer that the South end of La Mirada be a culdesac to be in the best interest of the neighborhood. GP-21-1

Im concerned of Traffic and the safety of my children. Also would help keeping the property value up. GP-21-2 GP-21-3

Vicky Goresham

Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-21

Comment Code	Response
GP-21-1	Under Preferred Alternative B, access across the freeway would be maintained at several key spots, including La Mirada Drive, to help circulation in neighborhood sections that would otherwise be cut off. Map 10 for Alternative B shows the overcrossing and can be found in Appendix E of Volume 2. This overcrossing would help maintain community cohesion and connectivity at either side of the Alternative B alignment. If the project does not carry forward the La Mirada Drive Overcrossing for some reason, a cul-de-sac option at the end of the street at La Mirada Drive may be possible.
GP-21-2	Future traffic volumes on La Mirada Drive, following construction of the Preferred Alternative B alignment, are anticipated to be similar to current volumes because the local roads directly served by La Mirada Drive would remain unchanged and there would be no other traffic-generating development constructed after the completion of the project along La Mirada Drive. The new freeway would be separated from local streets in this pocket area.
GP-21-3	Several comments were received regarding property values, and there have been a number of studies on the issue. However, due to a lack of evidence based on a review of the literature, it is inconclusive to suggest a cul-de-sac at the southern end of La Mirada Drive would maintain existing property values. Most studies, though not all, conclude that new transportation facilities, including freeways, have an overall positive effect on property values.

Comment GP-22

GP-22

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Karen Landers

Address 4100 La Mirada Dr. City/Zip Bakersfield, CA 93309

Representing WHOA

Do you wish to be added to the project mailing list? ☒ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

I am on the corner of La Mirada and Marella and I'm very disgusted that Alt B is the chosen route. I bought in this neighborhood after it was promised that there would be no freeway!! GP-22-1

I would like to see La Mirada turned into a culdesac instead of going through. It will allow more houses to stay, and at least eliminate some of the traffic in front of our house. GP-22-2

My real vote is for "no build". GP-22-3

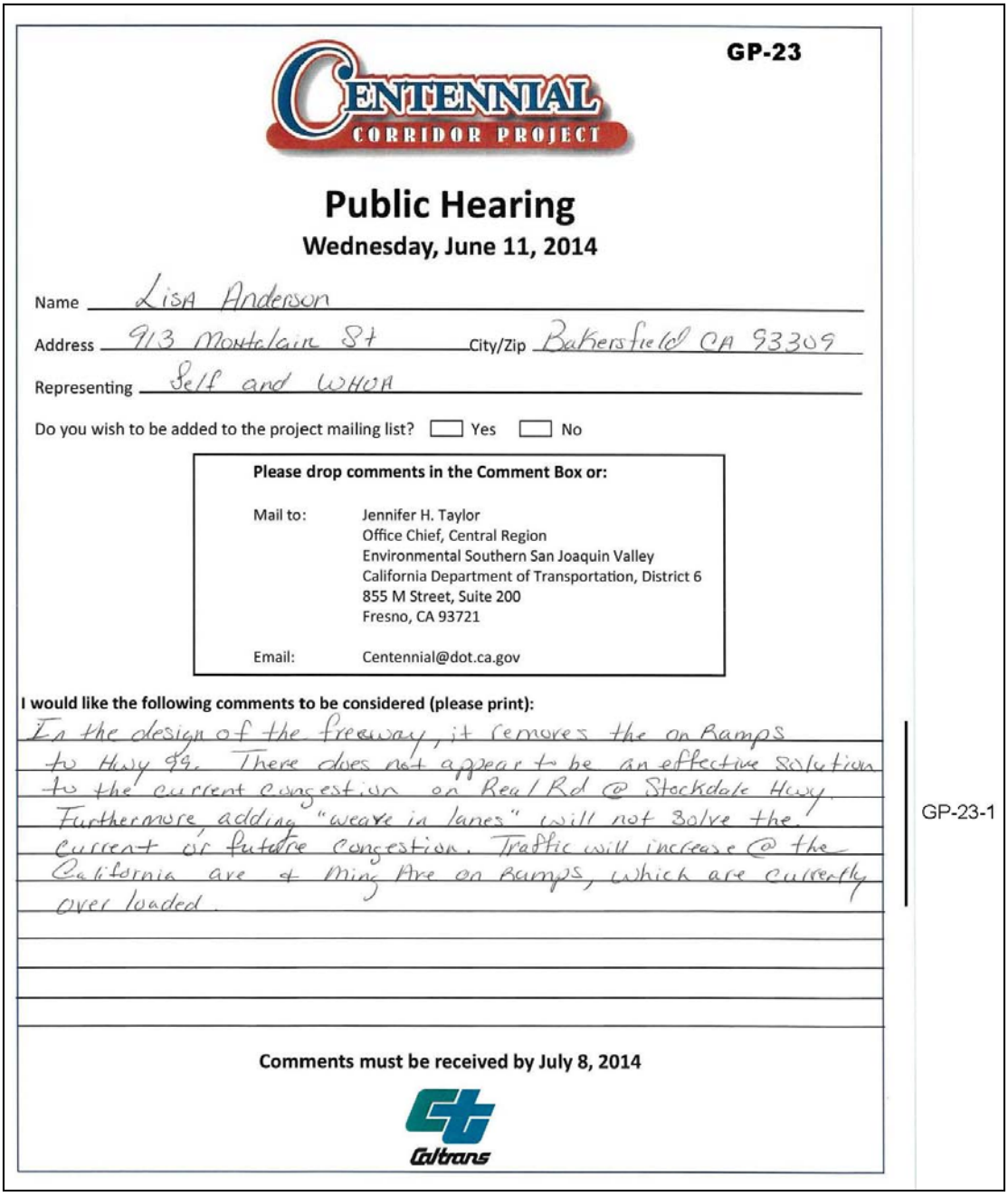
Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-22

Comment Code	Response
GP-22-1	Your opposition to the project and your preference for the No Build Alternative is acknowledged. Thank you for participating in the environmental process for the Centennial Corridor Project. We have added your name to the project mailing list as you have requested. Over the years, many alternatives were considered, but some were not viable (see Section 2.1.5, Alternatives Considered but Eliminated from Further Discussion, in Volume 1). Alternatives A, B, and C were carried forward into the environmental process, which was presented in the Centennial Corridor draft environmental document. These alternatives were considered to be the most viable. There are many laws with which a project must comply, and one of these is the Department of Transportation Act of 1966, which includes a special provision, Section 4(f), which states that Federal Department of Transportation agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historic sites unless the following conditions apply: • There is no prudent and feasible alternative to using that land; and • The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use. Appendix B, Section 4(f) Evaluation, in Volume 2 provides additional detail. Even with further design modifications to the three alternatives and further consideration of additional alternatives (please see Table B.3, Summary of Avoidance Alternatives Analysis), Alternative B was found to be the only feasible and prudent alternative that avoids all Section 4(f) resources, such as parklands and historic properties. Alternative B is also the least expensive alternative, costing over $100 million less than the other two alternatives. Therefore, after comparing and weighing the benefits and impacts of Alternatives A, B, and C, some of which are summarized in Tables S.1 and 2.1 of the final environmental document, Caltrans has identified Alternative B as the Preferred Alternative.
GP-22-2	Your support for the La Mirada Drive cul-de-sac option has been noted. Under Preferred Alternative B, access across the freeway would be maintained at several key spots, including La Mirada Drive, to help circulation in neighborhood sections that would otherwise be cut off. Map 10 for Alternative B shows the overcrossing and can be found in Appendix E of Volume 2. This overcrossing would help maintain community cohesion and connectivity at either side of the Alternative B alignment. If the project does not carry forward the La Mirada Drive Overcrossing for some reason, a cul-de-sac option at the end of the street at La Mirada Drive may be possible.
GP-22-3	Your support for the No Build Alternative is acknowledged.

Comment GP-23



GP-23

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Lisa Anderson

Address 913 Montclair St City/Zip Bakersfield CA 93309

Representing Self and WHOA

Do you wish to be added to the project mailing list? ☐ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

In the design of the freeway, it removes the on Ramps to Hwy 99. There does not appear to be an effective solution to the current congestion on Real Rd @ Stockdale Hwy. Furthermore adding "weave in lanes" will not solve the current or future congestion. Traffic will increase @ the California ave + Ming Ave on Ramps, which are currently over loaded.

GP-23-1

Comments must be received by July 8, 2014

Caltrans

GP-23

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Lisa Anderson

Address 913 Montclaire St City/Zip 93309

Representing Self + WHOA

Do you wish to be added to the project mailing list? ☐ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

Mira Loma is currently a street where traffic cuts through the neighborhood to avoid California Avenue. There are no 'STOP' signs between Chester Lane + Marella. Will Stop Signs be put in at Montclaire + Mira Loma? This street (Mira Loma) passes by an elementary school w/no crossing guard.

GP-23-2

Comments must be received by July 8, 2014

Caltrans

GP-23

Name: Lisa Anderson

Address: 913 Montclair Street
City: Bakerfield
State: CA
ZIP: 93309
Email: llganderson@aol.com

Topics

Construction Related Impacts

While I understand the CalTrans rules about spacing of on/off ramps, I am very concerned of the increased traffic at Ming, California interchanges due to loss of Real Road and Wible road on/off ramps. Both of these areas service the community and not just the pass through traffic. It appears the new freeway design is for pass through traffic needs only. I ask that consideration be given to continuing an on/off ramp at Stockdale Highway to ease community commute and stress on the California and Ming interchanges.

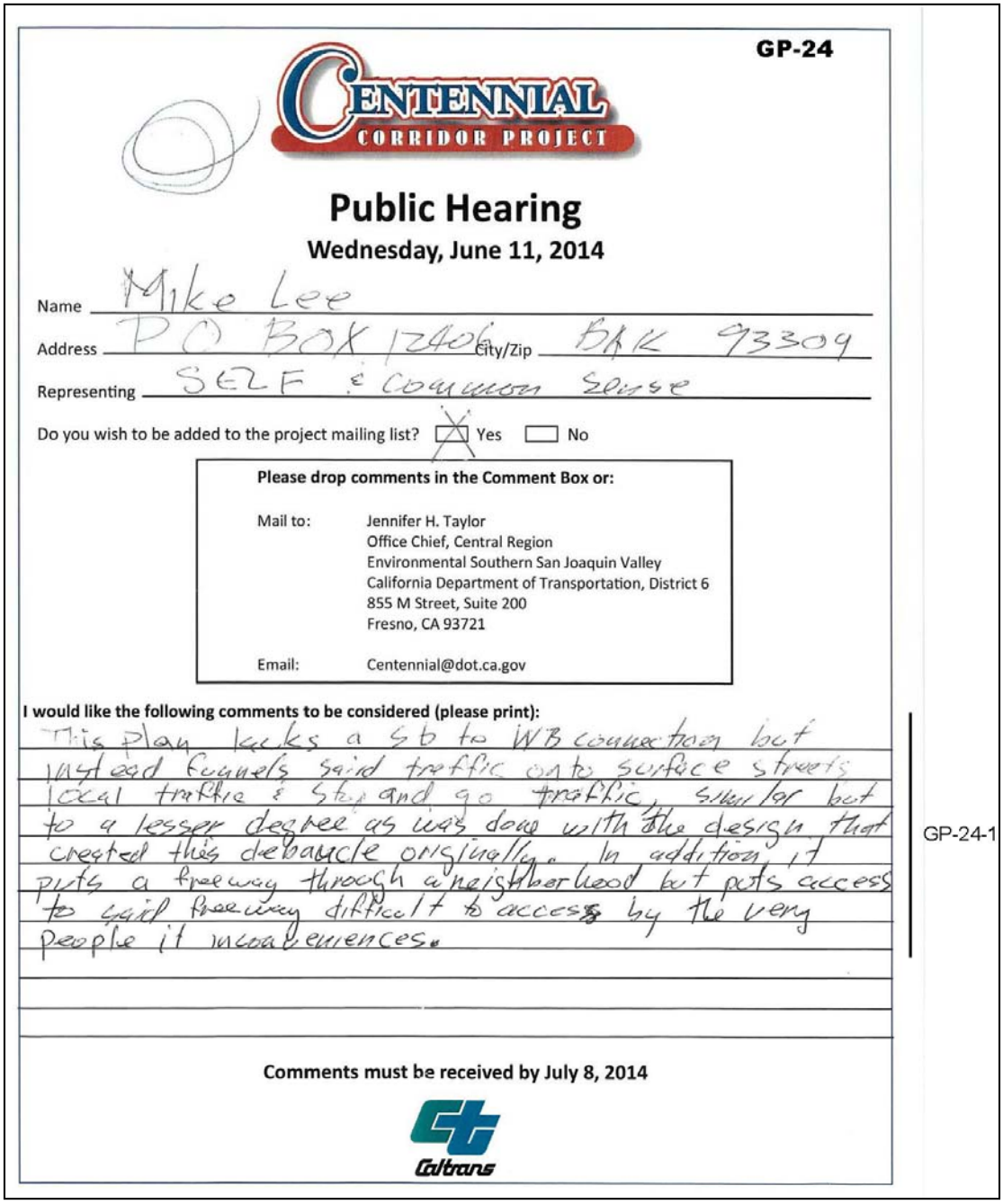
GP-23-3

1

Response to Comment GP-23

Comment Code	Response
GP-23-1	While Alternative B would remove certain freeway ramps that do not meet Caltrans Design Standards, other changes to the freeway system would improve route continuity and circulation. Construction of the Centennial Corridor, along with the Westside Parkway, would shift State Route 58, which would no longer share an alignment with State Route 99. This would eliminate the 2-mile overlap where State Route 58 and State Route 99 merge and share a common north-south alignment, thereby removing some traffic from State Route 99. By moving traffic onto a new alignment for much of State Route 58 (currently Westside Parkway), the project would enable commuters to continue their trips without having to use a local roadway. This would also eliminate the need to stop at multiple signals and the San Joaquin Valley railroad crossing at Landco Drive. Based on the results of the traffic analysis, the intersection of Stockdale Highway/Real Road would improve as a result of the construction of Preferred Alternative B. Future 2038 No Build traffic conditions at this intersection would operate at level of service F during the PM peak hour. Traffic operations for Preferred Alternative B at the intersection of Stockdale Highway/Real Road during the PM peak hour is anticipated to operate at level of service D for future 2038 traffic conditions. As discussed in Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, 79 roadway intersections were analyzed to evaluate traffic congestion conditions under the project alternatives for the existing (baseline) year (2008), opening year (2018), and horizon year (2038). Table 3.14 of the final environmental document lists the intersections that have or would have traffic operations at deficient levels of service for existing and future (2018 and 2038) years. The Stockdale Highway/Real Road intersection and the California Avenue and Ming Avenue interchanges are identified in Table 3.14 as currently operating at a deficient level of service. Overall, the traffic study showed the build alternatives would provide better traffic flow for all vehicles due to direct route continuity compared to both the existing condition and the No Build Alternative in the future years. Moreover, the additional capacity provided by the build alternatives compared to the No Build Alternative would also help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway.
GP-23-2	Stop signs on local streets are not an element of the Centennial Corridor Project. Requests for local street improvements should be addressed to the city of Bakersfield Public Works Department.
GP-23-3	Please refer to Response to Comment GP-23-1 regarding discussion on the effects of eliminating the Real Road and Wible Road on-/off-ramps and the benefits of eliminating the 2-mile overlap of State Routes 58 and 99. Because the project serves both local and interregional traffic, transportation benefits would be equally available to all residents of the county. For example, users, including transit, pedestrians, and bicyclists, would benefit from the continuous east-west route. Implementation of the project would improve existing highways, address deficiencies of the existing transportation system, and benefit most area residents, including the nearby community and pass-through traffic.

Comment GP-24



GP-24

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Mike Lee

Address PO BOX 12406 City/Zip BAK 93309

Representing SELF & Common Sense

Do you wish to be added to the project mailing list? ☒ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

This plan lacks a SB to WB connection but instead funnels said traffic onto surface streets local traffic & Stop and go traffic, similar but to a lesser degree as was done with the design that created this debacle originally. In addition, it puts a freeway through a neighborhood but puts access to said freeway difficult to access by the very people it inconveniences.

GP-24-1

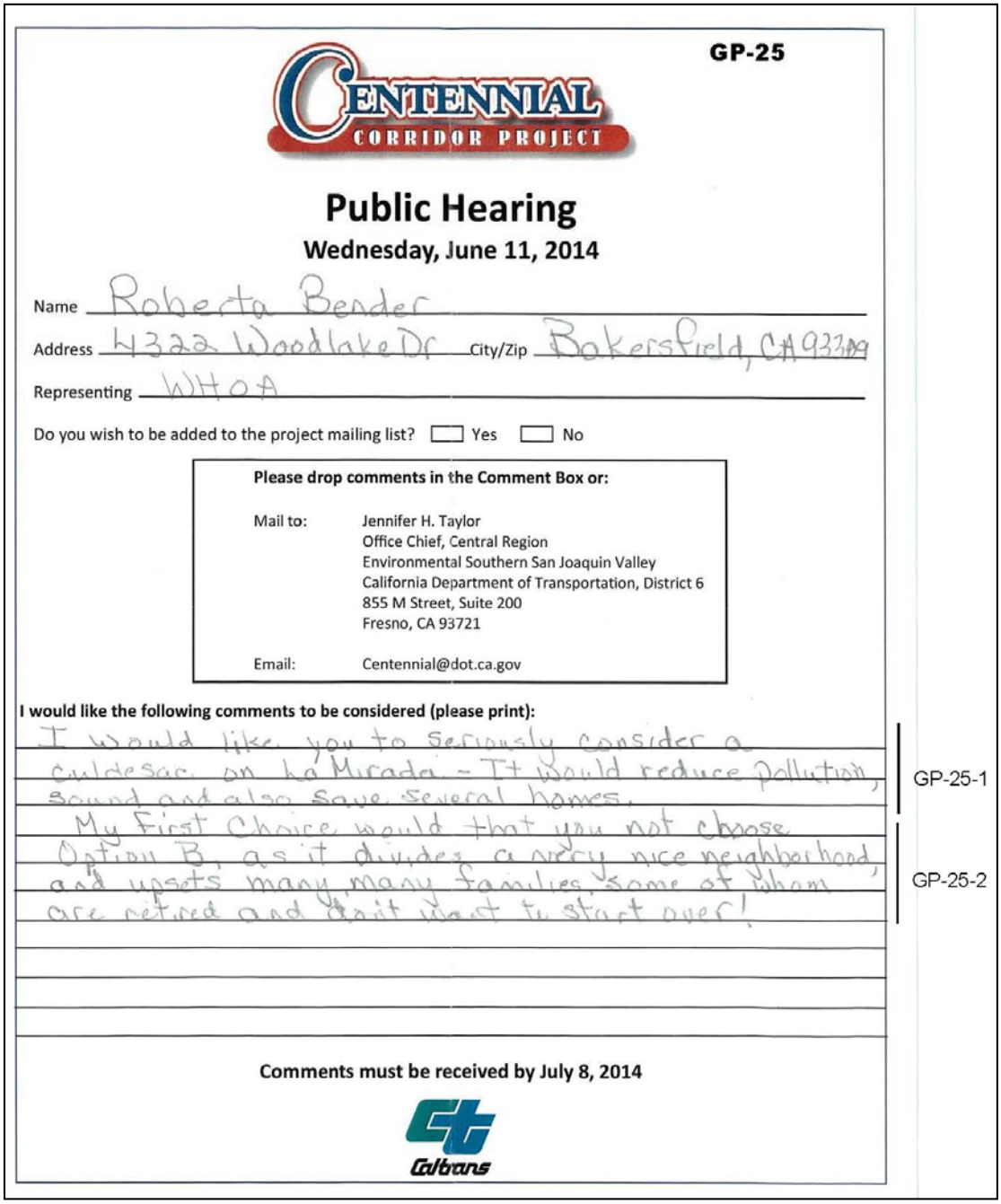
Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-24

Comment Code	Response
GP-24-1	Per your request, your contact information will be added to the mailing list for the Centennial Corridor Project. A southbound State Route 99 to westbound State Route 58 direct connector will not be constructed as part of the Centennial Corridor Project: none of the build alternatives analyzed provide direct connector ramps from southbound State Route 99 to westbound State Route 58 because of the low southbound-to-westbound traffic volumes for existing and projected future traffic forecasts. A deficiency in traffic operations for either current or future conditions is required to substantiate the need for a southbound State Route 99 to westbound State Route 58 direct connector. However, preliminary plans for all of the alternatives allow for the integration of a southbound State Route 99 to westbound State Route 58 direct connector ramp to be constructed at a future date when the need for this direct connector has been identified. If future traffic volumes necessitate construction of this direct connector, a separate project would be initiated by Caltrans. Access to westbound State Route 58 from southbound State Route 99 will be provided at the State Route 99 interchange with the existing Rosedale Highway, connecting to the Westside Parkway via Mohawk Street. Caltrans is improving the State Route 99/Rosedale Highway interchange by providing additional turn lanes at the southbound off-ramp, which will enhance the turning capacity from the current one left-turn plus one shared left- and right-turn lane configuration to two left-turn lanes and two free-right-turn lanes. In addition to this ramp intersection improvement, Rosedale Highway will be widened from two lanes in each direction to three lanes in each direction from west of Gibson Street to Mohawk Street and beyond. This widening of Rosedale Highway is a separate project that will be constructed with or without the Centennial Corridor Project. After construction of the project, local neighborhoods affected by the project will have access to State Route 58 via Mohawk Street and Truxtun Avenue. Along State Route 99, freeway access will be provided at California Avenue and Ming Avenue.

Comment GP-25



GP-25

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Roberta Bender

Address 4322 Woodlake Dr City/Zip Bakersfield, CA 93309

Representing WHOA

Do you wish to be added to the project mailing list? ☐ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

I would like you to seriously consider a cul-de-sac on La Mirada - It would reduce pollution, sound and also save several homes. GP-25-1

My First Choice would that you not choose Option B, as it divides a very nice neighborhood, and upsets many, many families, some of whom are retired and don't want to start over! GP-25-2

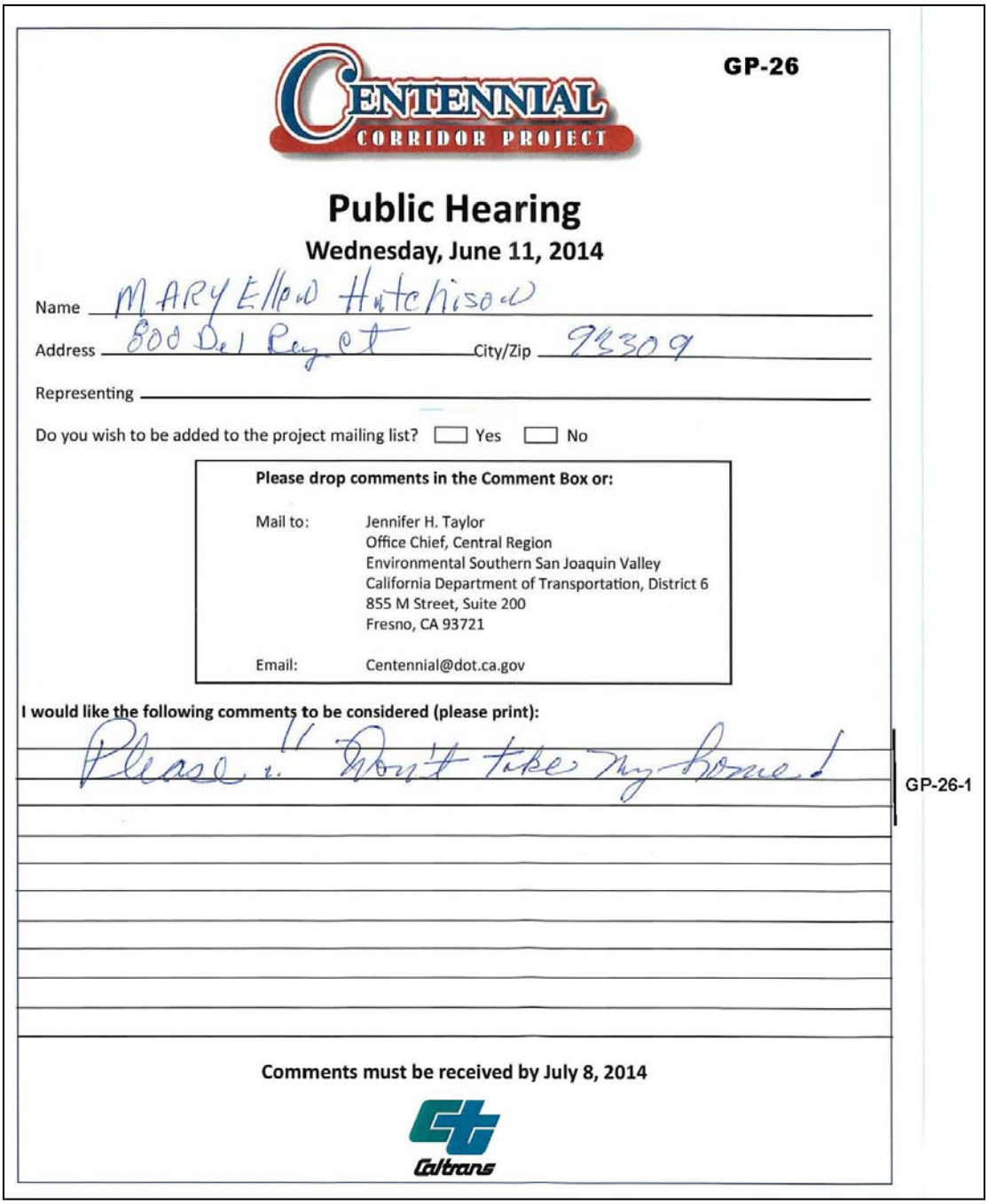
Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-25

Comment Code	Response
GP-25-1	Your support for the cul-de-sac option at La Mirada Drive has been noted. Caltrans has analyzed the benefits associated with minimizing impacts on the remaining Westpark neighborhood, internal circulation needs, and costs. Under Preferred Alternative B, access across the freeway would be maintained at several key spots, including La Mirada Drive, to help circulation in neighborhood sections that would otherwise be cut off. Map 10 for Alternative B shows the overcrossing and can be found in Appendix E of Volume 2. This overcrossing would help maintain community cohesion and connectivity at either side of the Alternative B alignment. If the project does not carry forward the La Mirada Drive Overcrossing for some reason, a cul-de-sac option at the end of the street at La Mirada Drive may be possible.
GP-25-2	Your opposition to Alternative B is acknowledged. Caltrans thanks you for participating in the environmental process for the Centennial Corridor Project.

Comment GP-26



GP-26

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name MARY Ellen Hutchison

Address 800 Del Rey Ct City/Zip 93309

Representing

Do you wish to be added to the project mailing list? ☐ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

Please don't take my home! GP-26-1

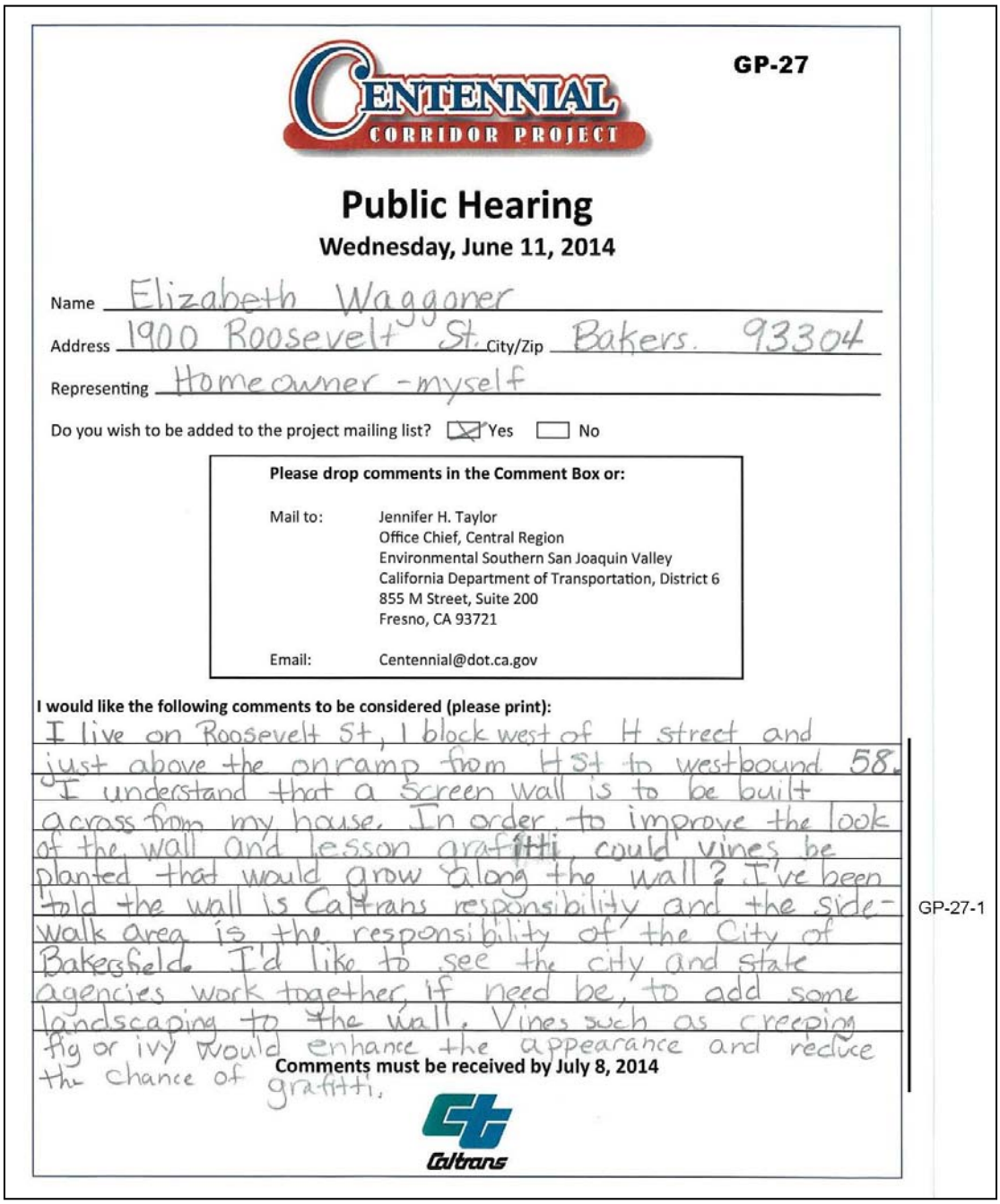
Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-26

Comment Code	Response
GP-26-1	Caltrans is sensitive to the role housing may play in our lives and understands the relocation process may be difficult for some individuals, especially those people with special needs, as well as those who may be elderly and/or disabled and on fixed incomes. Houses are not just buildings but often homes filled with irreplaceable family memories of a special time and rooted to a particular place. To the greatest extent practicable, it is always Caltrans' intention to avoid and/or minimize impacts to properties. Project planning, however, must balance these local impacts with national, State and regional transportation needs. Based on preliminary design, the property at 800 Del Rey Court would be acquired to construct the project. However, all potential acquisitions are subject to change during the final design. If your property would still be required, then the project will follow the provisions listed in the Uniform Relocation Act of 1987, as amended. Any person to be displaced will be assigned to a Relocation Advisor, who will closely work with each displacee in order to ensure that all benefits and payments are fully used. Caltrans' Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 *Code of Federal Regulations* Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. A copy of our *Summary of Relocation Benefits* is found in Appendix D in Volume 2 of the Centennial Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: http://www.dot.ca.gov/hq/row/. Under *Publications*, you find the following: • *Relocation Assistance for Residential Relocations* • *Your Property, Your Transportation Project* These publications, available in both English and Spanish, augment the information contained here, and provide valuable information that may assist you in discussions with your assigned Relocation Advisor, who will be integral to ensure that you receive all benefits for which you are entitled. All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S. Code 2000d, *et seq.).* See Appendix C in Volume 2 for a copy of Caltrans' Title VI Policy Statement.

Comment GP-27



GP-27

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Elizabeth Waggoner

Address 1900 Roosevelt St. City/Zip Bakers. 93304

Representing Homeowner - myself

Do you wish to be added to the project mailing list? ☒ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

I live on Roosevelt St, 1 block west of H street and just above the onramp from H St to westbound 58. I understand that a screen wall is to be built across from my house. In order to improve the look of the wall and lesson graffitti, could vines be planted that would grow along the wall? I've been told the wall is Caltrans responsibility and the sidewalk area is the responsibility of the City of Bakersfield. I'd like to see the city and state agencies work together, if need be, to add some landscaping to the wall. Vines such as creeping fig or ivy would enhance the appearance and reduce the chance of graffiti.

GP-27-1

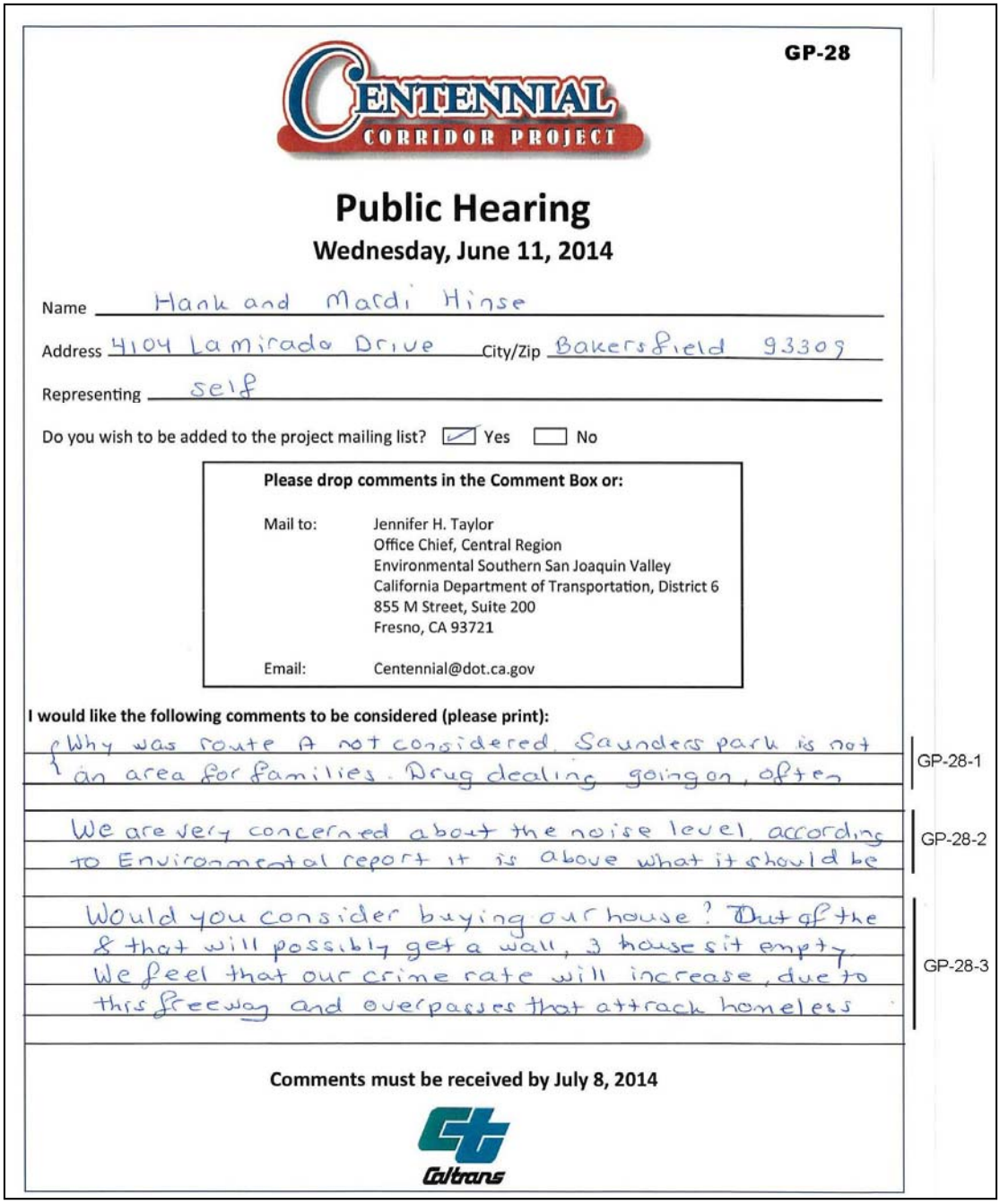
Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-27

Comment Code	Response
GP-27-1	Per your request, your contact information will be added to the mailing list for the Centennial Corridor Project. Construction of the screen wall is a local project funded by the city of Bakersfield. The overall design theme along the State Route 58 segment (east of State Route 99) will be consistent with the existing aesthetic wall treatments. Caltrans may consider incorporating graffiti-deterring features such as vines. Specific plantings and other aesthetic treatments would not be finalized until the end of the final design phase. For the long-term maintenance of the project's retaining walls, screen walls, and sound walls, the city of Bakersfield and the County of Kern would enter into a maintenance agreement with Caltrans to outline the responsibility of each agency.

Comment GP-28



GP-28

CENTENNIAL CORRIDOR PROJECT

Public Hearing

Wednesday, June 11, 2014

Name Hank and Mardi Hinse

Address 4104 Lamirada Drive City/Zip Bakersfield 93309

Representing self

Do you wish to be added to the project mailing list? ☑ Yes ☐ No

Please drop comments in the Comment Box or:

Mail to: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Email: Centennial@dot.ca.gov

I would like the following comments to be considered (please print):

Why was route A not considered. Saunders park is not an area for families. Drug dealing going on, often — GP-28-1

We are very concerned about the noise level, according to Environmental report it is above what it should be — GP-28-2

Would you consider buying our house? Out of the 8 that will possibly get a wall, 3 house sit empty. We feel that our crime rate will increase, due to this freeway and overpasses that attrack homeless — GP-28-3

Comments must be received by July 8, 2014

Caltrans

Response to Comment GP-28

Comment Code	Response
GP-28-1	Per your request, your contact information will be added to the mailing list for the Centennial Corridor Project. As discussed in Section 2.1.4, Preliminary Identification of a Preferred Alternative, as part of the screening process, three build alternatives, A, B, and C, were identified and evaluated at an equal level of detail in the technical studies and the final environmental document. All three alternatives meet the project purpose and need of providing route continuity for State Route 58. As presented, Alternative A has the greatest number of displacements of the three alternatives and is the most expensive. It would also impact a park and the Rancho Vista Historic District, both of which are Section 4(f) resources. As such, Alternative B is a feasible and prudent alternative that avoids Section 4(f) resources, such as parklands and historic properties. Alternative C would impact Saunders Park which is a Section 4(f) resource. Even modifications to the design plans of Alternatives A and C could not make them feasible and prudent. Please refer to Section 2.1.3, Comparison of Alternatives, in Volume 1 of this final environmental document for more information about the Build Alternatives. There are many laws with which a project must comply, and one of these is the Department of Transportation Act of 1966, which includes a special provision, Section 4(f), which states that Federal Department of Transportation agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historic sites unless the following conditions apply: • There is no prudent and feasible alternative to using that land; and • The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use. For more information on Section 4(f) resources please see Appendix B, Section 4(f) Evaluation, in Volume 2. In addition, Alternative B is also the least expensive alternative, costing over $100 million less than the other alternatives. Therefore, after comparing and weighing the benefits and impacts of Alternatives A, B, and C, some of which are summarized in Tables S.1 and 2.1 of the final environmental document, Caltrans has identified Alternative B as the Preferred Alternative. Drug dealing and other illegal activities occurring within the park and other recreational areas should be reported to the Bakersfield Police Department.
GP-28-2	The potential short- and long-term noise effects of the project and measures to address those effects are detailed in Volume 1, Section 3.2.7, of the final environmental document. At 4104 La Mirada Drive, the predicted future peak hourly average traffic noise level at Receiver RB-47 would be 61 decibels, which is 8 decibels higher than the existing peak hourly noise of 53 decibels. Therefore, an 8 to 12 foot sound wall (Sound wall S529) is considered for this area which would reduce the noise level to 60 decibels, resulting in a net increase of 7 decibels in comparison to the existing noise level. A 7 decibel noise increase would be noticeable but it would be below Caltrans exterior noise limits which is 67 decibels Construction-related noise would be temporary throughout the construction period and would cease after project construction is complete. Section 3.6, Construction Impacts, provides additional Avoidance and Minimization Measures N-1, CI-16, and SC-CI-23 through SC-CI-25 for reducing temporary construction-related noise and vibration effects of the project. Additionally, the freeway would be depressed through much of the Westpark neighborhood (from Ford Avenue to California Avenue). Therefore, the noise levels provided in Volume 1, Section 3.2.7, of the final environmental document are the estimated noise levels for a depressed freeway. The depressed characteristics of

Comment Code	Response
	the freeway aid in mitigation, as a sound wall shorter in height (8 to 10 feet) can effectively block the receivers' line of sight of trucks traveling on the freeway. As opposed to needing a 14 to 16 foot sound wall to block the receivers' line of sight if the freeway was at the same elevation or higher in elevation.
GP-28-3	Based on the preliminary design, a full acquisition of the property located at 4104 La Mirada Drive is not required; however, right-of-way requirements may change during the final design phase of the project. If additional right-of-way is required, Caltrans will contact the property owner to purchase the required property to construct the project. It is acknowledged like with many cities across California there are homeless and transient people in various locations in Bakersfield, including areas in and around the downtown area or within areas designated as a transportation corridor such as the Centennial Corridor Project. There is no way to restrict access by homeless and transient people to certain areas in Bakersfield unless they are breaking the law or local ordinances. The Bakersfield Police Department cannot physically remove or restrict their access to public areas. To enhance safety and to minimize graffiti, and vagrancy problems associated with vacant buildings, a strategy for handling the acquired properties would be developed to include the following options: (1) rent the homes and businesses on a month-to-month basis to keep them occupied as long as possible in advance of demolition; or (2) demolish each building as soon as feasible after acquisition. This latter option would result in vacant lots interspersed in business areas and neighborhoods. With either option, proper management of the acquired property is a key consideration. All property acquisitions for the project would comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. A summary of relocation benefits is also provided in Appendix D of the final environmental document, Volume 2.

Comment GP-29

GP-29

Stockdale Christian Schools

First Assembly of God

May 19, 2014

Jennifer H. Taylor, Office Chief, Central Region, Environmental Southern San Joaquin Valley
855 M St. Suite 200
Fresno, CA 93721

Support of Centennial Corridor Project, Westside Parkway, Alternative C

Dear Ms. Taylor,

The purpose of this letter is to go on record in support of Centennial Corridor Project, Westside Parkway, proposed Alternate C, which would parallel highway 99 and then would connect with the recently built Westside Parkway in Bakersfield. It is definitely in the long-term best interest of our community to build Alternate C rather than destroy hundreds of homes and businesses with Alternate B currently being recommended by CalTrans. GP-29-1

This letter is written on behalf of over 800 students and staff members who are involved with the education here at Stockdale Christian School on a daily basis. It is very disturbing to consider the many negative effects a freeway would create for our school during and after construction. During construction, the many health and liability risks associated with disturbing the Valley Fever spores and asbestos contained homes in the path of Alternate B are considerable. After construction, our preschool through eighth grade students, parents, faculty, and staff would be forced to work in a much less safe and polluted environment. The real potential of a hazardous spill from a truck, the constant noise, trash, and air pollution will hurt each person involved in our school. I am sure you will agree that you would not want your own child attending a school that has a freeway built right "on top" of their already established school. I am certain that those associated with Harris Elementary School as well as the other churches, preschools, and those living in senior housing in the area have the same concerns. GP-29-2

Please use your influence to prohibit the California Department of Transportation and the Bakersfield City Council from destroying the surrounding neighborhood and pleasant, safe environment our students currently enjoy. GP-29-3

On behalf of the families whose children attend Stockdale Christian School, I ask that you do everything within your influence to convince CalTrans and the Bakersfield City Council to honor the decision made in 2001 (known then as Alternate #9) to not have the freeway cut through the Westpark neighborhood. We agree that a freeway connection to Highway 58 needs to be built. However, CalTrans and our City Council need to pursue building Alternate C and not allow the Westpark neighborhood, businesses, and our school to be damaged or destroyed by Alternate B. **Thank you, Ms. Taylor, for your help with this important matter!** GP-29-4

Respectfully submitted,

Doug Pike
Superintendent
STOCKDALE CHRISTIAN SCHOOLS

4901 California Avenue • Bakersfield, California 93309 • (661) 327-3927

Response to Comment GP-29

Comment Code	Response
GP-29-1	Your support for Alternative C and opposition to Alternative B is acknowledged.
GP-29-2	*Valley Fever* Construction of the project would occur in an endemic area where the fungi *Coccidioides immitis* (Valley Fever) have been known to naturally occur. Because the spores of *Coccidioides immitis* can become airborne during soil disturbance, all persons residing or traveling through Kern County are susceptible to the disease. Temporary soil disturbance during construction grading activities could cause fungal spores (if present) to become airborne, potentially putting residents at risk of contracting Valley Fever. However, there are many preventive and precautionary measures that would be implemented by Caltrans and the construction contractor during construction. Compliance with Avoidance and Minimization Measure SC-CI-21 in Section 3.6, Construction Impacts (Volume 1), would control dust during project construction. As a result, those measures would reduce the potential for contact with *Coccidioides immitis* spores and, as such, the potential for health impacts during construction of the project associated with Valley Fever would be minimized. Some of these measures to control dust include: stabilizing disturbed soil areas with water, cover areas with tarp, other suitable cover and vegetation, pre-soaking areas with water, limit the speed of construction equipment on unpaved areas, install wind breaks at windward sides of construction areas, and limit areas subject to excavation at any one time. Per Standard Condition SC-CI-22 (see Section 3.6, Construction Impacts, in Volume 1), Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the limitations of the National Emissions Standards for Hazardous Air Pollutants regulations, as listed in the *Code of Federal Regulations*, requiring notification and inspection for construction activities that are involved with demolition, renovation, or removal of asbestos-containing materials. Before starting any demolition or renovation of any building, Caltrans shall require the contractor to consult with the San Joaquin Valley Air Pollution Control District's Compliance Division to determine inspection and compliance requirements. Implementation of these measures would reduce the risk of adverse health effects during project construction. *Asbestos* A Preliminary Site Investigation (January 6, 2015) for asbestos and lead-based paint was conducted to determine the presence and concentrations of asbestos-containing materials and lead- based paint for the structures subject to demolition or improvements within the construction footprint of Alternative B. The results revealed that asbestos was not detected above 1 percent on any of the structures tested. However, asbestos-containing construction materials are present in the railing bolt sealant at the Truxtun Avenue undercrossing. Removal of these materials will be required prior to the structure undergoing improvements. Asbestos-containing materials sampling and analysis of buildings subject to demolition will be done by the contractor, as needed, prior to demolition and the statement of work will be included in the specifications. Precautions and removal of asbestos containing materials shall be performed under the direct observation of a California Certified Asbestos Consultant. See Section 3.2.5, Hazardous Waste or Materials in Volume 1 for more information on asbestos within the project area. *Noise* The potential short- and long-term noise effects of the project and measures to address those effects are detailed in Section 3.2.7 of the final environmental document (Volume 1). A comparison of current noise levels to the projected noise levels in 2038 under the No Build Alternative and the build alternatives is provided. Results of the noise analysis indicates that the existing exterior hourly average peak hour noise level of 52 decibels would become 58 decibels, but this level would be

Comment Code	Response
	reduced to 57 decibels due to a 12-foot sound wall that is planned for this area. A 5 decibel noise increase would be noticeable but it would be below Caltrans exterior noise limits which is 67 decibels. The interior noise limits for classrooms is 52 decibels. A typical building provides at least 25-decibel noise reduction; therefore, the anticipated peak hourly traffic noise inside the closest classrooms to the freeway would be 33 decibels, which is well below established thresholds. *Air Quality Effects during Construction* It is acknowledged construction of the project has the potential to create air quality impacts through the use of heavy-duty construction equipment. Fugitive dust emissions would result from earthwork and onsite construction activities. Reductions in fugitive dust can be achieved by onsite mitigation measures. Compliance with the standard conditions SC-CI-20 through SC-CI-22 listed under Avoidance, Minimization, and Mitigation Measures – Air Quality, Standard Conditions (refer to Section 3.6, Construction Impacts), would reduce construction emissions. Some of these measures to control dust include using water or chemical stabilizer/suppressant, covering disturbed areas with tarps, and limiting speeds in unpaved areas. Air emissions associated with construction activity would be temporary and would cease to occur after project construction is completed. *Permanent Air Quality Effects* The air quality study prepared for the Centennial Corridor Project indicates that potential air quality impacts were found to be less than significant and that the project would improve regional air quality due to reduction in congestion on local roadways and vehicle idling. Improvements to air quality are also attributed to the improved pollution emission performance of a modernizing fleet of all vehicles, especially heavy diesel trucks, as a result of Federal and State fuel content and engine emissions rules. In addition, the results of the air quality analysis indicate that the Centennial Corridor Project would be within regional and Federal air quality standards and would not cause or contribute to a violation of any air quality standards. More detailed information on air quality analysis can be found in Section 3.2.6, Air Quality. Due to local roadway traffic shifting to the new freeway, local street intersections near Stockdale Christian School are anticipated to improve as a result of the project. As summarized in Table 3.14 of the Final Environmental Impact Report/Environmental Impact Statement, the level of service performance at the intersection of Mohawk Street and California Avenue is anticipated to improve under the No Build scenario traffic conditions from level of service F (162 seconds of delay) to level of service E (62 seconds of delay) with the construction of the Preferred Alternative B alignment for 2038 conditions. This reduction in traffic delay at this intersection would also result in the reduction of vehicle emissions within the general area of the Stockdale Christian School due to a decrease in vehicle idling. Caltrans is currently proposing the following targeted air quality improvement projects as part of the Voluntary Emission Reduction Agreement it has entered into with the San Joaquin Valley Air Pollution Control District to further improve air quality within the general area of the Preferred Alternative B alignment: provide emission-reducing devices to diesel powered school buses, provide tree plantings along the new freeway, provide heating, ventilation and air conditioning upgrades to qualified schools and allowances to replace wood-burning stoves. These improvements will enhance local air quality in the Bakersfield area. More information on these improvements can be found in Section 3.2.6, Air Quality, of Chapter 3 in Volume 1 of this environmental document. If Stockdale Christian School owns and operates school buses for their students, they may be eligible for pollution-reducing devices. Caltrans will coordinate with Stockdale Christian School during final design of the project. Potential operational and construction related air quality impacts resulting from the project were found to be less than significant with the implementation of minimization and mitigation measures. Additionally, to the greatest extent practicable, Caltrans and the city of Bakersfield would provide heating, ventilation,

Comment Code	Response
	and air conditioning upgrades to daycare centers, pre-schools, and schools within 1500 feet within the Preferred Alternative B alignment. Each of the school's existing heating, ventilation, and air conditioning system will be separately evaluated for efficiency and practicability of an upgrade to reduce indoor particles related to health effects such as exacerbating symptoms of asthma. The complete heating, ventilation, and air conditioning unit may not necessarily require upgrades, but the existing air filtration component of the system is central in reducing indoor particulates and enhancing children's health. One criterion that would be utilized to determine the need for an upgrade is the minimum efficiency reporting values of the existing air filtration system based on a scale of 1 to 20, where 1 is low and 20 is high. According to the Environmental Protection Agency, minimum efficiency reporting values between 7 and 13 are likely to be almost as effective as true High-Efficiency Particulate Air filters in reducing the concentrations of most indoor particles linked to health effects.[16] Available data indicate that even for very small particles, High-Efficiency Particulate Air filters are not necessarily the preferred option. For these small particles, relatively large decreases in indoor concentrations (around 80 percent) are attainable with medium filter efficiency. The proposed minimum filter efficiency for the air filtration upgrade would be a value of 8, which would trap 70% of the air-borne particulates that are 3 to 10 microns in size. Increasing filter efficiency above a minimum efficiency reporting values greater than 13 results in only modest predicted decreases in indoor concentrations of these particles. Daycare centers, pre-schools, and schools with an air filtration rating of less than a minimum efficiency reporting value of 8 may be eligible for this upgrade as part of the Voluntary Emission Reduction Agreement. The heating, ventilation, and air conditioning units of schools along the new alignment would be upgraded to a minimum efficiency reporting value of 8 or greater and would remove particulate matter of at least 2.5 to 10 microns. This targeted air quality improvement would enhance the respiratory health and well-being of children. A complete replacement of the heating, ventilation, and air conditioning system would only be required if the air filtration component of an existing system cannot feasibly be upgraded to obtain the minimum efficiency value of 8. The proposed heating, ventilation, and air conditioning system would be a funded improvement through the Voluntary Emission Reduction Agreement. Caltrans and the city of Bakersfield would coordinate with the San Joaquin Valley Air Pollution Control District to provide details in its implementation. Caltrans will coordinate with the Stockdale Christian School during final design phase of the project to obtain existing status of their Heating, Ventilation and Air Conditioning unit. *Potential Spills from Trucks* Although trucks transporting hazardous materials would utilize the freeway, a toxic spill during class hours is highly unlikely. Project design within the general area of Stockdale Christian School will include guardrails and sound walls, which would act as a barrier to shield trucks away from the school. Aside from these two physical barriers, there is a row of houses between the sound wall and the school. Trucks carrying hazardous materials/waste must adhere to special transportation regulations, United States Department of Transportation and National Fire Protection Association placarding and standards. Containers are designed to safely transport substances that are compatible with the material being transported and to withstand (to a certain threshold) collisions. *Trash/Maintenance* Although Stockdale Christian School will be adjacent to the new freeway, Caltrans does not anticipate significant increases of litter on school grounds. A sound wall

[16] U.S Environmental Protection Agency (EPA). 18 June 2015. "Residential Air Cleaners" Available Online at: http://www.epa.gov/iaq/pubs/residair.html#Air-Filters_Available-Evidence-of-Their-Usefulness

Comment Code	Response
	would be constructed between the roadway and the school, which would block litter from the freeway from reaching school grounds. After construction of the project, Alternative B will be in Caltrans right-of-way. Caltrans maintenance staff periodically removes litter within areas adjacent to the roadway. For areas within the city of Bakersfield, maintenance staff will remove litter along local streets.
GP-29-3	It is acknowledged that substantial neighborhood disruption would occur as a result of implementing Alternative B and dividing the existing Westpark neighborhood; however, Alternative B is a feasible and prudent alternative that avoids other Section 4(f) resources, such as parklands and historic properties, in addition to numerous other benefits discussed in the final environmental document. Please refer to Section 2.1.3, Comparison of Alternatives, and Section 2.1.4, Identification of Preferred Alternative, in Volume 1 for additional information on the alternatives screening process.
GP-29-4	Your preference for Alternative C is noted.

Comment GP-30

GP-30

TELEPHONE (661) 324-5403

JACK M. RADEMACHER (RET.)
CONSULTING ENGINEER

132 WESTERN DRIVE
BAKERSFIELD, CALIFORNIA 93309

MECHANICAL ENGINEERING
CHEMICAL ENGINEERING

TO: JENNIFER H. TAYLOR, OFFICE CHIEF
FR: J. M. RADEMACHER
RE: E.I.R. CENTENNIAL CORRIDOR PROJECT

THANK YOU FOR LETTER OF MAY 7, 2014.. PUBLIC REVIEW & COMMENT" MY BASIS FOR RESPONSE AS FOLLOWS!

A. AS NATIVE OF BAKERSFIELD, OUR AIR QUALITY HAS DEGRADED TO PRESENT UNHEALTHFUL STATUS. GP-30-1

B. EVERY CONSTRUCTION PROJECT REQUIRES ENERGY. PROPOSED PROJECT WILL REQUIRE MAN POWER & COMBUSTION OF FOSSIL FUELS..I.E. NAT. GAS, LIQUID PETROLEUM, SOLID COAL..

C. ENERGY FROM BURNING THESE F.F.'s WILL RELEASE $CO_2 + H_2O$ VAPOR + POLLUTANTS INTO OUR AIR STREAM.. POSTULATE THAT 1.0% ARE POLLUTANTS; THEN FOR 100 LBS OF F.F. BURNED 1.0 LB. OF POLLUTANTS IS ADDED INTO OUR AIR..

D. CHEMICAL COMBUSTION EQUATION DEFINES THAT TO BURN 100 LBS, OF F.F. REQUIRES 350 LBS OF O_2; TO BE REMOVED FROM OUR AIR SUPPLY.. GP-30-2

E. THUS, THE ENERGY REQUIRED TO DO WORTHWILE PROJECTS WILL ESSENTIALLY BE FROM BURNING OF F.F.s; THE MONETARY COST, THE NEGATIVE AIR QUALITY IMPACT OF F.F. COMBUSTION, & THE VALUE OF PROJECT TO RESIDENTS SHOULD BE A "BALANCED DECISION" TO DETERMINE VALUE OF PROJECT..

PLEASE CONSIDER THIS REQUEST: THE E.I.R. FOR PROPOSED PROJECT SHALL INCLUDE: "THE ESTIMATED POUNDS OF FOSSIL FUEL TO BE BURNED TO CARRY OUT THE PROJECT!!

VERY TRULY,
J. M. Rademacher 05/14/14

(ADD OVER)

GP-30

ADDENDA:

(1) THIS REQUEST SHOULD NOT BE ONEROUS AS IT IS AN ESSENTIAL PORTION OF THE MONETARY COST OF PROJECT..

(2) THIS REQUEST IS BY NO MEANS A "WAKO" ATTEMPT TO SCUTTLE A DESIRED PROJECT... BUT TO ALLOW RESIDENTS & OFFICIALS TO EVALUATE THE EFFECT OF INCREASED POLLUTANTS INTO & OXYGEN REMOVED FROM OUR SUPPLY; AND PROVIDE OFFSETS TO MITIGATE THE IMPACT UPON AIR QUALITY..

(3) GRAD. U.C. (BERK.); W.W.II WAR RESEARCH (N.A.C.A.); W.W.II O.C.S.; CMDR. U.S. AMPHIB FORCES GRP43 PACIFIC AREA, 50 YRS OF ENGINEERING PROJECTS, 35 YRS. IN PRIVATE CONSULTING PRACTICE; VOLUNTEER SERVICE: KERN CO. AIR POLL. BOARD (1971+); VALLEY AIR DISTR "REMOVE COMM."; KERN CO. HAZARD WASTE COMM....

REGARDLESS... YOUR CRITICAL CONSIDERATION OF THIS REQUEST IS APPRECIATED..

05/14/14

Response to Comment GP-30

Comment Code	Response
GP-30-1	Your comment about air quality is acknowledged.
GP-30-2	It is acknowledged that construction of the Centennial Corridor Project would require various types of fossil fuels during construction. These fuels would result in the release of carbon dioxide and water. Table 3.51 of the final environmental document (Volume 1) shows the calculated energy use by construction year based on the estimates of fuel use that would be used during construction; however, these uses should be considered within the context of substantial energy savings over the design life of the project, as described in Section 3.2.8, Energy, of the final environmental document (Volume 1). In addition, standard condition SC-CI-26, listed in Section 3.6, Construction Impacts, Avoidance, Minimization, and Mitigation Measures – Energy, would reduce energy use during construction. Providing an estimated use of fossil fuels during construction is not a requirement under the California Environmental Quality Act or National Environmental Policy Act. Nevertheless, the estimated quantity of fossil fuels to be used during construction could not be accurately estimated because of several varying factors, including the exact type and age of equipment, topography, type of activity, and operator's use of the equipment. Specific information on construction equipment will not be available until a contractor has been obtained to construct the project. See Section 3.6, Construction Impacts, in Volume 1, for air quality measures that will be taken during construction. These comply with the San Joaquin Valley Air Pollution Control District rules and regulations.

Comment GP-31

GP-31

May 25, 2014

Environmental Southern San Joaquin Valley
Jennifer Taylor, Office Chief, Central Region
855 M St, Suite 200
Fresno, CA 93721

Dear Jennifer Taylor,

This is pertaining to The Centennial Corridor Freeway Project, in Bakersfield. Alternative B is currently the plan that is being presented to the public for approval. We are writing to say we are emphatically opposed to Alternative B and believe it would be in the best interest of the Bakersfield community to adopt Alternative C. GP-31-1

Our son attends Stockdale Christian School which is located in the Westpark neighborhood that will be severely affected by this project. The Westpark neighborhood is a peaceful, family community with established homes and a community park. Not only will this project have a huge, unimaginable impact on the residents and businesses that are in the direct path of the freeway, the school, which was established in 1977, will be significantly impacted. Initially, the long construction process would interfere with the everyday activities of the school. The noise, extra traffic, and construction crews would severely disrupt this peaceful community and school. Once the freeway is completed, the whole area will no longer have the feel of a peaceful community. In today's world, small family communities with low crime rates are harder to find. GP-31-2
Instead of destroying this peaceful, established community please reconsider and support Alternative C. GP-31-3

Thank you,

Frank Sosa
Maris Sosa

Frank and Maris Sosa
1907 1st St.
Bakersfield, CA 93304
(661)325-6651

Response to Comment GP-31

Comment Code	Response
GP-31-1	Your opposition to Alternative B and support for Alternative C is acknowledged. As discussed in Volume 1, Section 2.1.4, Preliminary Identification of a Preferred Alternative, as part of the screening process, three build alternatives, A, B, and C, were identified and evaluated at an equal level of detail in the technical studies and the final environmental document. All three alternatives meet the project purpose and need of providing route continuity for State Route 58. As presented, Alternative A has the greatest number of displacements of the three alternatives and is the most expensive. It would affect the Kern River Parkway and the Rancho Vista Historic District, both of which are Section 4(f) resources. Alternative C would affect Saunders Park, which is a Section 4(f) resource. Appendix B, Section 4(f) Evaluation, in Volume 2 provides additional details. Even with further design modifications made to the three alternatives and a further consideration of additional alternatives (please see Table B.3, Summary of Avoidance Alternatives Analysis), Alternative B was found to be the only feasible and prudent alternative that avoids all Section 4(f) resources, such as parklands and historic properties. Alternative C would displace the least number of residences, but more businesses would be impacted compared with Alternatives A and B. As discussed in Section 3.1.4.3, Environmental Justice, when business and residential properties are taken together, environmental justice relocation impacts represent 1.6 percent of the total in Alternative B, 7.5 percent of the total displacements in Alternative A, and 26.6 percent of the total displacements in Alternative C. In addition to avoiding parkland, historic properties, and having the least impact on environmental justice populations, Alternative B is also the least expensive alternative, costing over $100 million less than the other alternatives. Therefore, after comparing and weighing the benefits and impacts of Alternatives A, B, and C, some of which are summarized in Tables S.1 and 2.1 of the final environmental document, Caltrans has identified Alternative B as the Preferred Alternative.
GP-31-2	Section 3.2.7, Noise, in Volume 1 addresses the potential short- and long-term noise effects of the project and includes measures to address those effects. A comparison of current noise levels to the projected noise levels in 2038 under the No Build Alternative and the build alternatives is provided. Results of the noise analysis indicate that the existing exterior hourly average peak-hour noise level of 52 decibels would become 58 decibels, but this level would be reduced to 57 decibels due to a 12-foot-high sound wall that is planned for this area. A 5-decibel noise increase would be barely noticeable and it would be below Caltrans exterior noise limits, which is 67 decibels. The interior noise limits for classrooms is 52 decibels. A typical building provides at least a 25-decibel noise reduction; therefore, the anticipated peak hourly traffic noise inside the classrooms closest to the freeway would be 33 decibels. Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, addresses potential impacts to vehicular traffic and circulation, as well as impacts to the transit system, pedestrian and bicycle facilities, and parking. The potential for traffic disruption, including that involving Stockdale Christian School, would mostly exist where bridge crossings would be built, at connections to existing road and highway facilities, and where ramp work would be done, including ramp closure work. The duration of construction travel-time delays could be expected to last from a few days to more than a year in various construction zones and may require motorists to adjust their schedules to accommodate longer travel times. Information on detour routes will be provided to parents and students if road closures are required. A Traffic Management Plan will be prepared during the final design phase. This document would provide details on detour plans and required notifications prior to any road/lane closures.
GP-31-3	Please refer to Response to Comment GP-31-1 regarding selection of the Preferred Alternative.

Comment GP-32

GP-32

DEPARTMENT OF TRANSPORTATION
District 6
855 M street, suite 200
Fresno, CA 93721-2716

Bakersfield May 27 2014

Dear Ms Jennifer H. Taylor Office Chief

Thank you for the letter and all of the information regarding the extension of High Way 58 through Bakersfield.

However, I believe the whole idea is a bad one. Giving up hundreds of homes in old established neighborhoods, and the added freeway noise, is not worth what is gained in moving traffic. (I-5north only) GP-32-1

I still believe that to gain traffic movement, is via the Arvin (223) turn off and Bear Mt road to 99 and I-5

So, thanks again.

Sincerely,

K M Cannon

Kenneth M. Cannon
1100 Belle Terrace
Bakersfield, CA 93304
661-833=1503
Tahoeken@att.net

GP-32

tahoeken@att.net

From: <tahoeken@att.net>
To: "opinion" <opinion@bakersfield.com>
Cc: <TAHOEKEN@ATT.NET>; "Lonnie Hester" <lonflohester@yahoo.com>; "CORKY HOOD" <VINTIQUEMECHANIC@AOL.COM>; "Lois Henry" <lhenry@bakersfield.com>; <estherjcepeda@washpost.com>
Sent: Tuesday, May 27, 2014 11:20 AM
Subject: bullet train idea

BULLET TRAIN IDEA

Thank goodness that stupid idea of a bullet train down the San Joaquin Valley is opposed and hopefully gone fore ever! Who would have ridden it?

Now let's hope another stupid idea, the extension of high way 58 through Bakersfield out to I-5, is opposed and forgotten! To destroy hundreds of homes just to gain access to I-5 North, is plane foolish. Makes you wonder who is financially gaining from it??

Kenneth M. Cannon

1100 Belle Terrace

Bakersfield, CA 93304

661-833-1503

5/27/2014

GP-32

tahoeken@att.net

From: "ken cannon" <tahoekc@etcrier.net>
To: <ttcarver@arvin.org>
Cc: <tahoekc@etcrier.net>
Sent: Tuesday, March 18, 2008 2:17 PM
Subject: bkfd by pass

Hello Tim

Looking at a map of California, it is obvious that route 223 through Arvin has the best advantage, for ever one. For the following considerations and reasons.

The right of ways are in place, there are few houses if any.
plenty of wide open space to widen the right of way.
It is 20 miles from the Arvin turn off to 99 and 25 miles to I-5
The Arvin turn off is a dangerous intersection and in the future when the Vets cemetery is put there it will become more hazardous because of more traffic

So, what to do?
Put in large interchange at the Arvin turn off
build a 4 or six lane freeway from the Arvin turn off to 99 and I-5

what will this accomplish?
From east to north traffic for I-5 will by pass Bakersfield.
From east to south traffic for 99 will by pass Bakersfield
I would suspect that even from east to north traffic for 99 would by pass Bakersfield as the 99/58 intersection is almost always congested and that would give traffic a "straight shot" through Bakersfield on 99.
And traffic (mostly trucks) from 99 to east would by pass Bakersfield to ovoid the 99/58 congestion. Only about ten miles further.
Arvin will prosper from the traffic through the town, restaurants, hotels, truck stop, more homes for workers and of course the bigger tax base

well, if I think of other things, I will let you know Disadvantages, not worth mentioning !! ha

ken cannon tahoekc@etcrier.net

5/24/2014

SATURDAY, MAY 10, 2014 BAKERSFIELD.COM $1

The Bakersfield Californian

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CLASSIFIEDS D1 COMICS E5 EYE STREET E1 FAITH A14 HEALTH A2 LOCAL B1 MONEY A13 OBITUARIES B2 OPINION B5 PUZZLES E4 SPORTS C1 TV E3

CENTENNIAL CORRIDOR

Caltrans still favors Alternative B

Report: Westpark path would require far more demolition than previously thought

BY THEO DOUGLAS
Californian staff writer
tdouglas@bakersfield.com

Alternative B through the Westpark neighborhood remains Caltrans' preferred and least expensive route for Centennial Corridor, the controversial freeway link between Highway 58 and the Westside Parkway — but would require the demolition of far more homes and businesses than previously thought.

With its release Friday of the project's draft Environmental Impact Report, the state transportation agency found Alternative B would improve traffic throughout metropolitan Bakersfield — but as currently planned would require the demolition of 200 single-family homes, 110 multiple-family structures and 121 commercial buildings.

Previously, the freeway alternative through southwest Bakersfield was thought to require the demolition of more than 199 single-family homes, 16 multiple-family structures and 36 businesses.

Currently, Caltrans also estimates Alternative B would require 293 full parcel acquisitions, 129 partial parcel acquisitions — and could displace an estimated 961 people.

The EIR's release — 15 months late because working with state and federal agencies took longer than expected — expands earlier demolition numbers by nearly 50 percent.

However, a Caltrans official said those figures could come down once the EIR is approved.

"As we move forward getting closer to construction and final design, they'll tighten up those lines. There may be parcels now that we assumed would be full takes but they may only need sliver takes," said Christine Cox-Kovacevich, Caltrans' central region envi-

Please see ***CORRIDOR / A3***

READ UP, SOUND OFF

Read the report for yourself at http://tinyurl.com/l8yyohq.

Mail written comments to Jennifer H. Taylor, Office Chief, Central Region, Environmental Southern San Joaquin Valley, 855 M St., Suite 200, Fresno, CA 93721.

Share your opinion at the public hearing, 4 to 7 p.m. June 11, in the rotunda at the Kern County Administrative Center, 1115 Truxtun Ave.

Saturday, May 10, 2014 The Bakersfield Californian

CORRIDOR

CONTINUED FROM A1

ronmental division chief.

"It's better for us to overestimate the number than underestimate as we go into the hearing, than to tell somebody that you're not going to be impacted and then you are."

City Manager Alan Tandy said he was happy the EIR is being circulated — and referred all questions to Caltrans, which is the lead agency on the project.

Caltrans will take public comments on the EIR through July 8, and will hold a public hearing from 4 to 7 p.m. June 11 at the Kern County Administrative Center.

Afterward, Cox-Kovacevich said Caltrans will answer those comments, and when answers are complete, the District 6 director will decide whether or not to proceed with the project.

A decision is expected by year's end, and if the project is approved construction could begin by mid-2016.

Why it's Alternative B

Alternative B's recommended path would have "adverse effects to the character of ... southwest Bakersfield and (the) Westpark neighborhood," which it would bisect, the EIR says.

It also would raise noise levels above the generally acceptable 62-70 decibel range in 484 outdoor areas, which Cox-Kovacevich said can be mitigated with soundwalls and landscaping.

With the entire state in the grips of a drought, Caltrans is considering moving to Arizona-style hardscape for future freeways. Centennial Corridor, though, would get actual, albeit drought-resistant, landscaping.

Caltrans has considered Alternatives A and C to be unfeasible since December 2012.

Alternative A, a connector southwest of Alternative B, would affect Rancho Vista Historic District. Alternative C, a connector slightly to the northeast of B, would impact Saunders Park.

Both the park and the historic district are protected under Federal Highway Administration guidelines.

Alternative A would demolish the most structures, and at $691 million in right-of-way and construction costs is the most expensive.

Alternative C has the fewest demolitions, but at $665.5 million for right-of-way and construction is the second most expensive proposal.

If either is moved to avoid historic houses or the park, it effectively becomes Alternative B, the cheapest choice at $570 million for right-of-way and design — although Cox-Kovacevich said it wasn't picked for its cost.

Bakersfield's share of that pricetag isn't included in the new proposed 2014-2015 fiscal year budget because it won't get built by then.

In the proposed budget, city officials do propose spending $559,737 in design costs during the 2015-2016 fiscal year. That money would come from development fees.

During the 2016-2017 fiscal year, the city proposes spending $325.3 million on construction — nearly $35.2 million in federal earmarks brought to Bakersfield by former Congressman Bill Thomas, R-Bakersfield. The remainder, about $290.1 million, would come from utility and development fees.

Traffic woes

The cost is worth it, according to Caltrans' EIR, which finds area traffic levels are at dangerously high levels. Highway 99 between Highway 58 and Airport Drive is the state's third most congested highway segment, it reports.

Kern County motorists, the EIR says, also face far more truck traffic than other California drivers. Trucks account for 27 percent of county traffic, three times the statewide average of 9 percent.

The EIR also cites state Department of Finance projections that by 2035, Bakersfield is expected to have 848,487 residents — accounting for about 60 percent of Kern County's population.

Its EIR reveals that if Centennial Corridor isn't built, four area freeway segments — a segment is typically a piece of a freeway between on- and off-ramps — will be getting "F" traffic grades by 2018.

By 2038, it predicts that number will rise to 16.

Intersections at or near Centennial Corridor will experience much the same, with 25 getting "F" grades in 2018 and 34 getting "F" grades by 2038.

In the traffic world, a D is actually a passing grade — but an F means gridlock.

Connecting Highway 58 to the Westside Parkway and, someday, to Interstate 5, will keep traffic moving, Caltrans believes.

Westpark resident Robert Braley, who frequently speaks about Centennial Corridor before the Bakersfield City Council, said he lives within six houses of Alternative B and isn't convinced it can be built on budget or is even needed.

"It's not going to solve anything, and the whole point of having this thing is to connect to I-5, but there isn't any traffic to I-5," Braley said. "It's going to be another roadway for no reason."

Wildlife impacts

Plants and animals, too, would be adversely affected by the freeway segment — but Caltrans said it can mitigate those effects.

All three Corridor routes would affect the Swainson's hawk, listed as threatened by the California Department of Fish and Game, and the San Joaquin kit fox, lasted as endangered by the federal government and as threatened by the state.

Cox-Kovacevich said Caltrans hasn't seen any Swainson's hawks in the area, but if it finds any nesting birds during construction it will keep contractors away.

Alternative B affects more kit fox dens than either A or C — but fewer overall acreage of habitat than A.

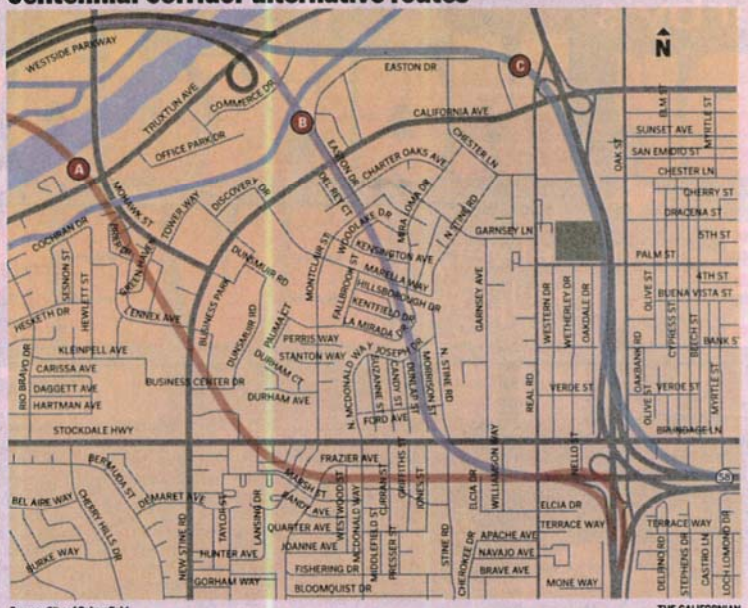
Caltrans' plan for kit fox handling is to purchase habitat elsewhere through the city's multiple species habitat conservation plan — and to help the big-eared hunters get around by bridging the Kern River and the Friant-Kern Canal. Foxes use bridges.

Local wetlands also would be affected by all three alternatives; however, Alternative B would affect the fewest acres.

Cox-Kovacevich said Caltrans is working with the Army Corps of Engineers and the California Department of Fish and Wildlife to minimize impacts, but if necessary, it will do habitat restoration if Alternative B is built.

"We've done all the analysis and here it is — we're basically laying our cards on the table," Cox-Kovacevich said. "Hopefully, we can lead people to a resolution and we can get a decision on whether the project is worthwhile to move forward."

Centennial Corridor alternative routes



Source: City of Bakersfield

THE CALIFORNIAN

Response to Comment GP-32

Comment Code	Response
GP-32-1	Your opposition to Alternative B is acknowledged. An alignment along the existing State Route 223 connecting State Route 58 and Interstate 5 was considered as an alternative during the earlier project development phase, but was eliminated from further evaluation. This alternative is identified in Table 2.3 of the Final Environmental Impact Report/ Environmental Impact Statement as Public Alternative 3. Project development team meetings consisting of Caltrans, city of Bakersfield and its consultants, and County of Kern were held in August and September 2008 to discuss and screen 18 alternatives to carry forward for further analysis. A total of eight criteria were established in order to evaluate which alternatives to carry forward in the environmental phase of the project. Public Alternative 3 was eliminated from further consideration because: it does not meet the project's purpose and need of providing route continuity and associated traffic relief; it would not provide interregional and regional connectivity for east-west traffic traveling within Metropolitan Bakersfield; Public Alternative 3 is not located within Metropolitan Bakersfield (Criterion 2). The preliminary cost estimate for Public Alternative 3 is approximately $1.72 billion, which exceeds the maximum reasonable threshold established for the Centennial Corridor Project construction cost of $800 million or less. Therefore, construction of Public Alternative 3 would be cost prohibitive. Public Alternative 3 failed to meet Criterion 4 which establishes the availability of reasonable funding for the construction of the project. Public Alternative 3 was eliminated because of Criterion 8 which stipulates that failing to meet any combination of two of the eight criteria would result in a fatal flaw for that alternative. Based on the evaluation of Public Alternative 3, the Project Development Team eliminated this alternative because it failed to meet three established criterion. As discussed in Section 2.1.4 in Volume 1, Preliminary Identification of a Preferred Alternative, as part of the screening process, three build alternatives, A, B, and C, were identified and evaluated at an equal level of detail in the technical studies and the final environmental document. All three alternatives meet the project purpose and need of providing route continuity for State Route 58. As presented, Alternative A has the greatest number of displacements of the three alternatives and is the most expensive. It would affect a park and the Rancho Vista Historic District, both of which are Section 4(f) resources. Alternative C would displace the least number of residences but more businesses would be impacted compared to Alternatives A and B. Most of the residential displacements as a result of Alternative C would impact low income and minority neighborhoods (environmental justice communities). When business and residential properties are taken together, environmental justice relocation impacts represent 1.6 percent of the total in Alternative B, 7.5 percent of the total displacements in Alternative A, and 26.6 percent of the total displacements in Alternative C. See Section 3.1.4.3, Environmental Justice, in Volume 1 of this final environmental document for more information about potential effects of each of the Build Alternatives for environmental justice communities. Alternative C would also affect Saunders Park, which is a Section 4(f) property. As such, Alternative B is a feasible and prudent alternative that avoids all Section 4(f) resources, such as parklands and historic properties; both Alternative A and C would impact parkland and recreational areas, even with design modifications. Alternative B is also the least expensive alternative, costing over $100 million less than the other alternatives. Therefore, after comparing and weighing the benefits and impacts of Alternatives A, B, and C, some of which are summarized in Tables S.1 and 2.1 of the final environmental document, Volume 1, Caltrans has identified Alternative B as the Preferred Alternative. Additionally, as discussed in Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities (Volume 1), the traffic study showed the build alternatives would provide better traffic flow for all vehicles due to direct route continuity compared to both the existing condition and the No Build Alternative in future years. Furthermore, the additional capacity provided by the build alternatives compared to the No Build Alternative would also help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway.

Comment GP-33

GP-33

May 16, 2014

Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Ste. 200
Fresno, CA 93721

Re: Centennial Corridor Project

Thank you for your letter dated May 7, 2014 regarding the Centennial Corridor project that provides a continuous route from Hwy 58 to the Westside Parkway and onto Interstate 5. I will be working out of the country during your one day public meeting scheduled for June 11, 2014, but I wanted to let you know I have concerns regarding the mitigation measures along this project. Once you connect Highway 58 to the Westside Parkway, traffic will increase considerably along the Westside Freeway which increases noise and pollution. Per your draft EIR, the route will provide *traffic congestion relief…and is used by interstate travelers, commuters, and a large number of trucks…[and] would substantially increase traffic on the Westside Parkway.* I am concerned that the increased traffic along the Westside Parkway will negatively affect the surrounding neighborhoods without the proper mitigation measures. GP-33-1

Currently, there are sections along the Westside Parkway that do not have a block sound wall, or the wall is significantly shorter than originally planned. These areas are from Allen Road to Renfro Road which is currently under construction, and there are no current plans to change the mitigation measures. Across from my home on Via La Madera, there is no sound wall from Allen Road to Jenkins (pictures attached). The end of Jenkins is merely a chain link fence with two gates (pictures attached). It is my understanding that TRIP, the City of Bakersfield, and the County of Kern have discussed this area, but no alternative decisions have been made at this time to provide an adequate sound wall. GP-33-2

Per your EIR, *the Westside Parkway would be incorporated into the State Highway System with each of these alternatives.* It would seem this would also give you jurisdiction for the mitigation efforts. You stated that each build alternatives *would require improvements to the Westside Parkway.* I propose that an adequate sound wall be constructed all along the adjoining neighborhoods and not just selected areas.

Also, along the Via La Madera residents, the block wall was originally to be 12-14' high and the roadway recessed. The roadway is at grade level and the wall is 8'. Currently, the construction trucks can peer down into

1

GP-33

the backyards. Same is true for the residents along San Simeon where the roadway is above grade, and going over our water supply, and there is no wall protecting the security of the aquifer, ponds, or residents.

The sound walls are needed all along the project and not just in selected sections in order to protect the residences from wandering people, noise, pollution, intrusion of privacy, and declining property values. Also, adequate walls would protect drivers from kids, dogs, and other animals getting onto the freeway (picture attached of animals on roadway) Walls that start and stop are not feasible or reasonable along this project. A block wall that is at least 10' high following the roadway from Allen Road to Jenkins Road, and closing off Jenkins by adjoining it to the current wall behind the oil well would be reasonable (picture attached). Plus, adding 2 feet to the wall along Via La Madera would be a great improvement to the too short 8' wall that allows truck drivers to peer into back yards. GP-33-2

The DOT cannot continue with the Centennial Corridor project to connect Hwy 58 to the Westside Parkway, until the Westside Parkway sound walls are completed properly which would give safety and security to the residents and the drivers along the freeway.

Please feel free to contact me to discuss this project, and I'd be happy to give you a tour of the area in question.

Thank you,

Pam Binns
661-304-3084
pam.binns@yahoo.com

2

GP-33

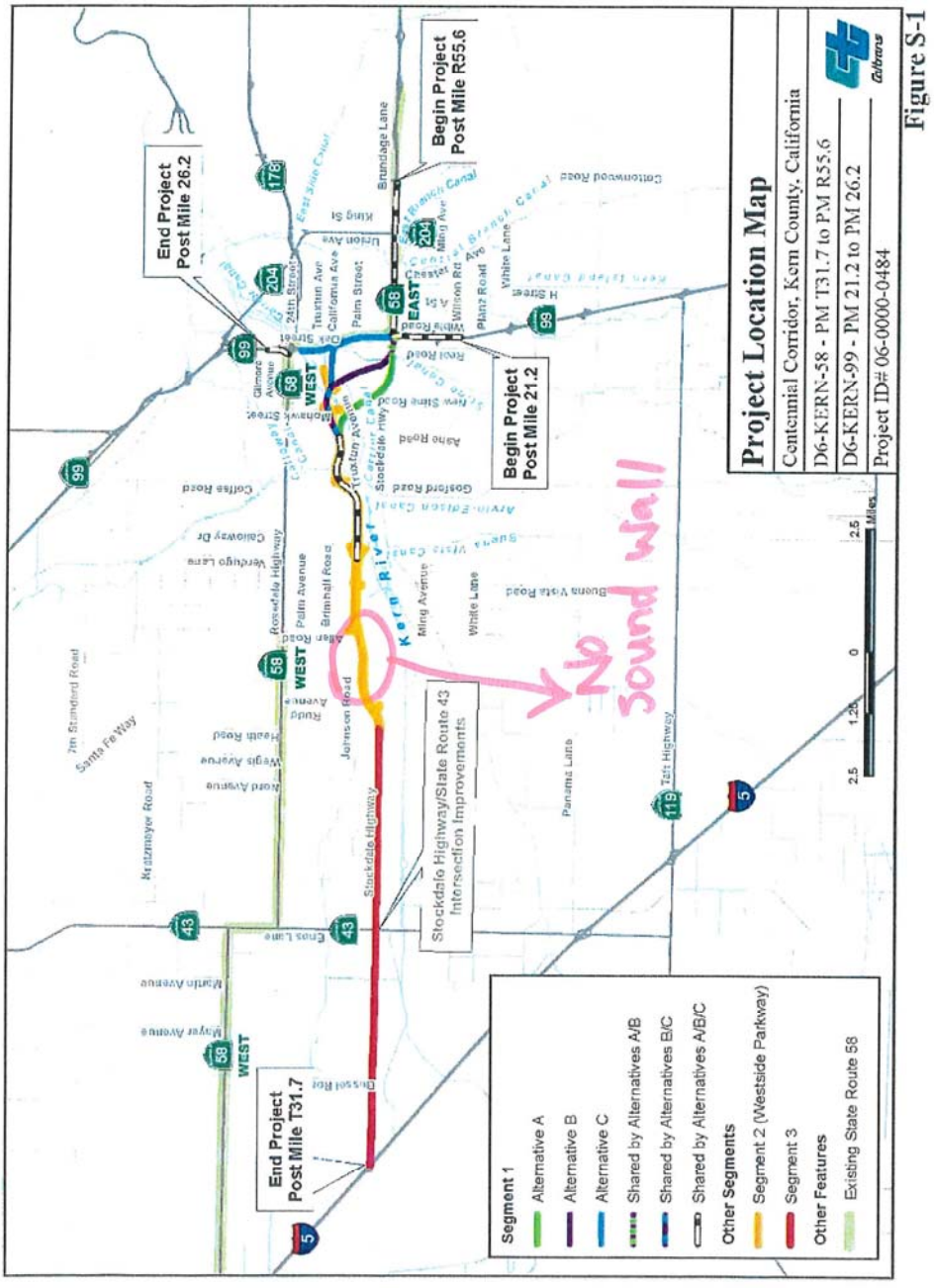
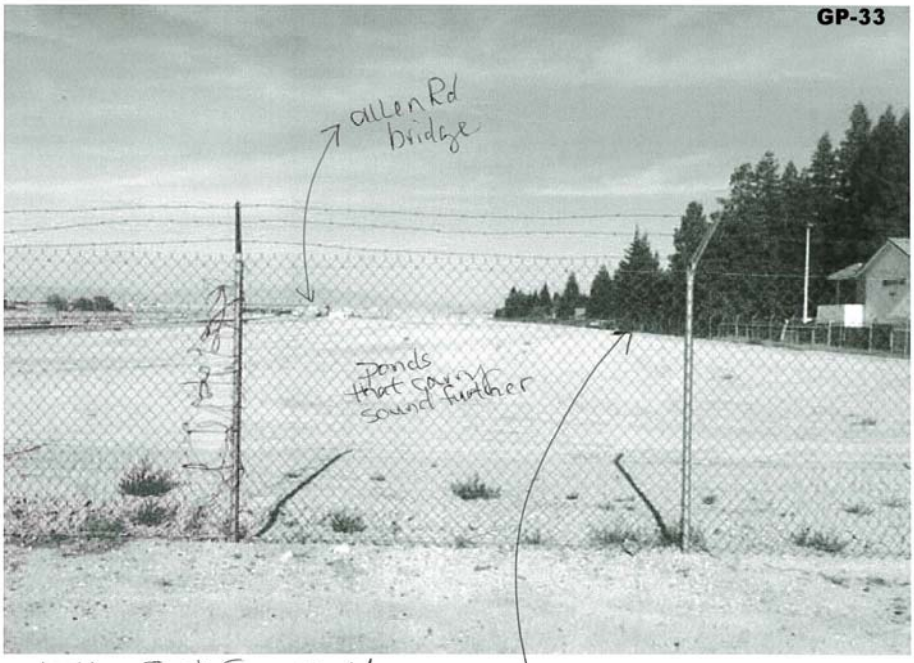
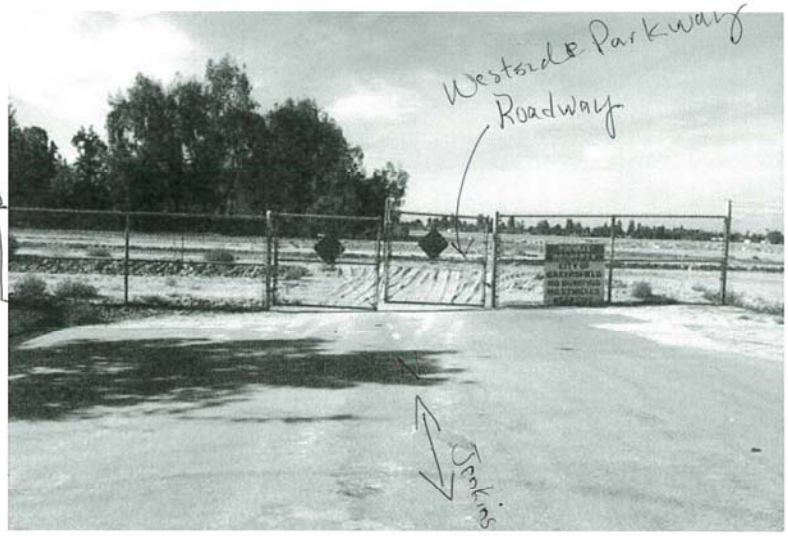


Figure S-1


GP-33
Allen Rd bridge
Ponds that carry sound further
Looking East from Jenkins
San Simeon residents with no sound wall

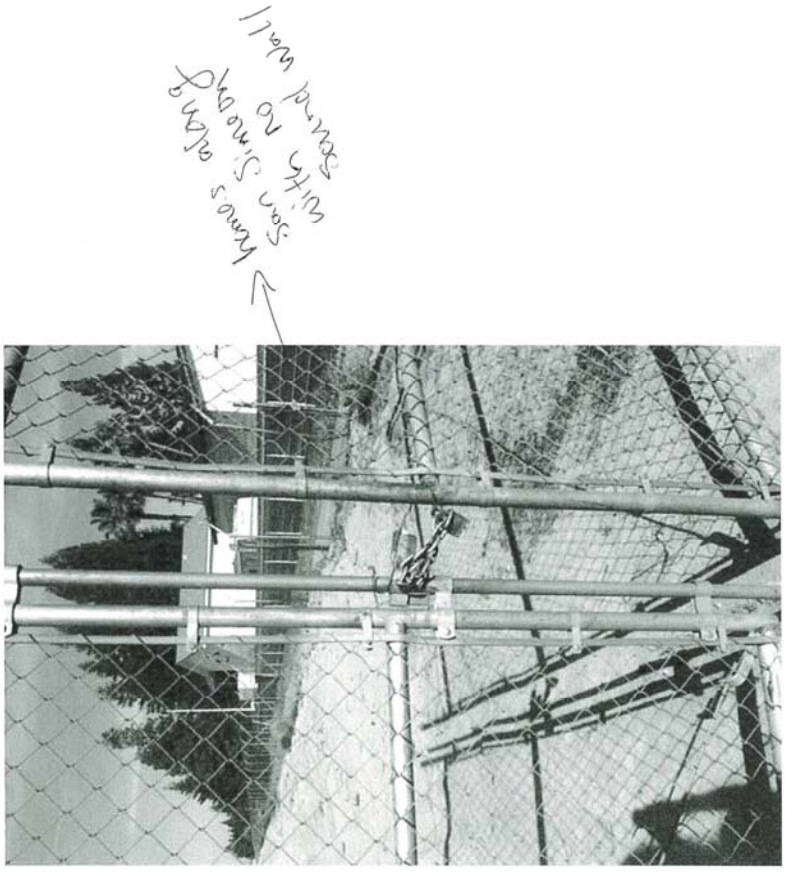
GP-33



There are other access points. This is the end of Jenkins.

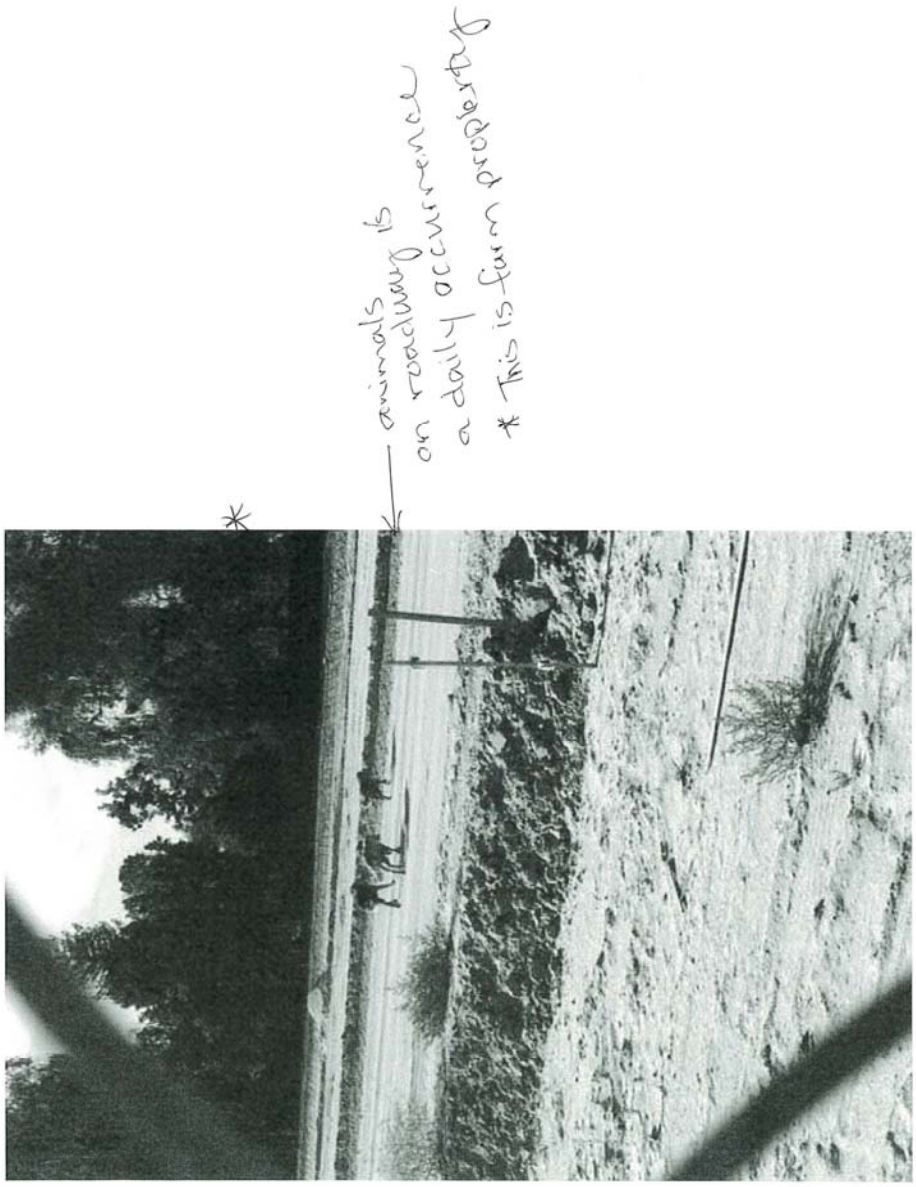
* It would make sense to connect a wall here.

GP-33



GP-33

GP-33


animals
on roadway is
a daily occurrence
* This is from property

GP-33

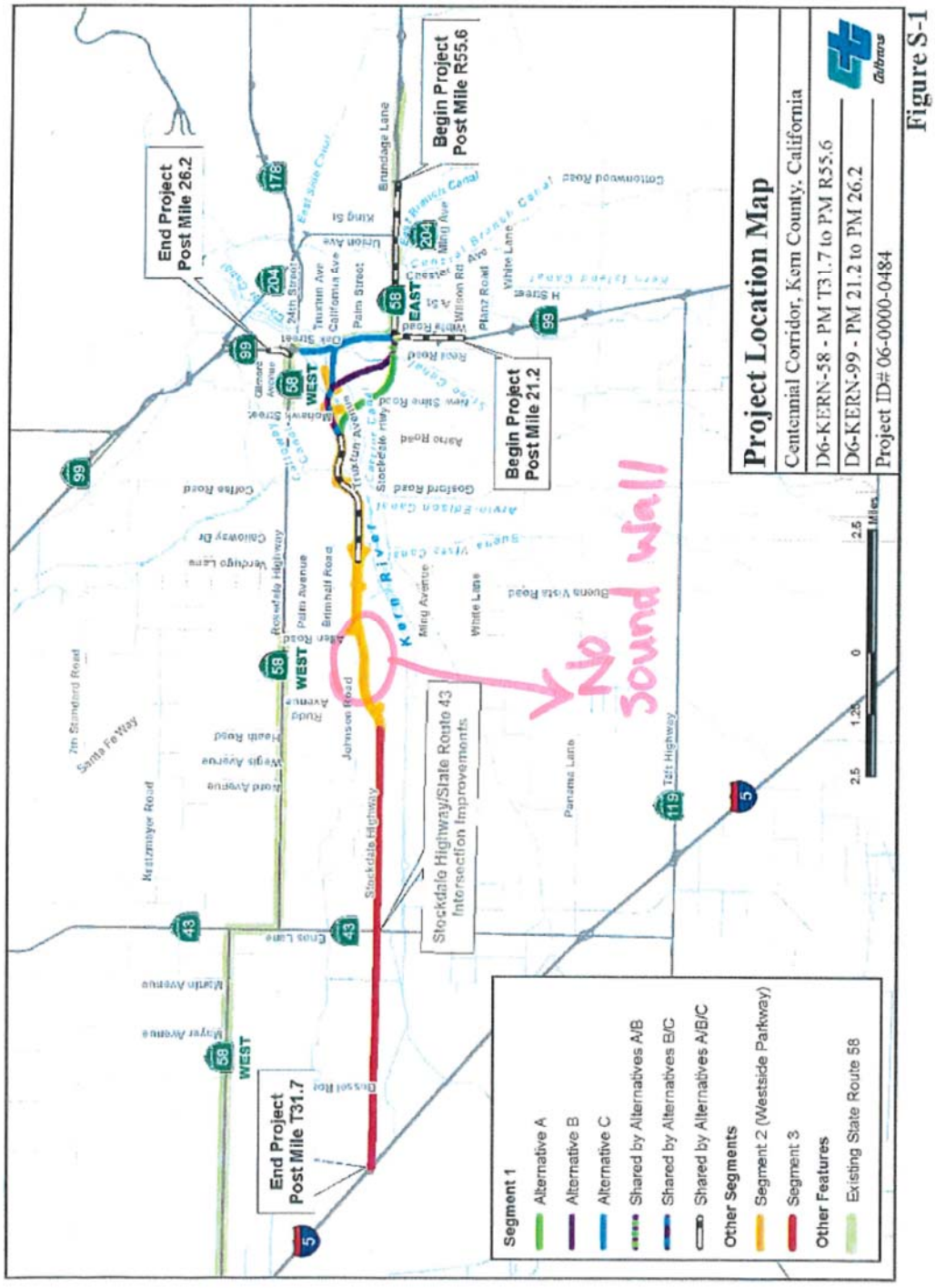

Project Location Map
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans
Begin Project Post Mile R55.6
End Project Post Mile 26.2
Begin Project Post Mile 21.2
End Project Post Mile T31.7
Stockdale Highway/State Route 43 Intersection Improvements
No Sound Wall
Segment 1
Alternative A
Alternative B
Alternative C
Shared by Alternatives A/B
Shared by Alternatives B/C
Shared by Alternatives A/B/C
Other Segments
Segment 2 (Westside Parkway)
Segment 3
Other Features
Existing State Route 58
Miles

Figure S-1

Response to Comment GP-33

Comment Code	Response
GP-33-1	Caltrans thanks you for participating in the environmental process for the Centennial Corridor Project. This environmental document does not address impacts related to construction of the Westside Parkway, which is a separate stand-alone project currently under the jurisdiction of the city of Bakersfield. Please contact the city of Bakersfield Planning Department at (661) 326-3733 for any issues or concerns related to the Westside Parkway or requests for sound walls. A detailed noise study was done for the Westside Parkway Project in 2007. At the time of the traffic noise study analysis was conducted for the Centennial Corridor Project (2013), Westside Parkway was under construction. The traffic noise impact analysis for Westside Parkway used Level of Service C traffic volumes for each lane to predict the worst-case traffic noise impacts. For purposes of determining noise impacts, the worst-case traffic noise occurs when traffic is operating under level of service C conditions. Under these conditions, traffic is heavy, but remains free flowing. Estimated future traffic volumes from the Centennial Corridor Project were not used because the worse-case scenario level of service C was used; however, future truck percentages from the Centennial Corridor Project were used for the traffic noise impact analysis for Westside Parkway. There is the possibility that traffic noise would be slightly higher at some areas along the Westside Parkway due to the proposed Centennial Corridor alignment where an auxiliary lane would be added. Therefore, to accommodate the slight increase in future noise from the Centennial Corridor Project, recommended heights of some of the Westside Parkway sound walls were raised by approximately 2 feet to provide additional traffic noise abatement for these areas. Noise abatement is considered for locations where traffic noise levels would approach or exceed the noise abatement criterion or there is a noise level increase of 12 decibels or greater. A barrier must also meet both the feasible and reasonable criteria to be built. Feasibility of noise abatement is an engineering concern. A minimum 5-decibel reduction in the future noise level must be achieved for an abatement measure to be considered feasible. The preliminary reasonableness determination is made first by achieving the noise reduction design goal. The design goal is that a barrier must be predicted to provide at least 7 decibels of noise reduction at one or more benefited receptors for the barrier to be considered reasonable. Second, for a barrier to be considered reasonable, construction cost must be within the established allowance per benefited receptor. Finally, the viewpoints of benefitted receptors (including property owners and residents of the benefited receptors) must be taken into account for a barrier to be considered reasonable. Unfortunately, the Federal funds used on the Centennial Corridor Project cannot be used to provide additional sound walls for Westside Parkway. Even if they could be used for additional purposes, they do not meet the requirements mentioned above. Please see Section 3.2.7, Noise, and Table 3.32, Noise Abatement Criteria, in Volume 1 of this final environmental document for more information on how sound walls are determined to be built for the Centennial Corridor Project.
GP-33-2	It is acknowledged that the Westside Parkway will be incorporated into the State Highway System and connect to the Centennial Corridor Project's Alternative B alignment. The request for a sound wall on Via La Madera from Allen Road to Jenkins Road is beyond the scope of the Centennial Corridor Project. As mentioned above, this final environmental document does not address impacts related to construction of the Westside Parkway.

Comment GP-34

GP-34

Comments submitted by:
Marc & Shannon Caputo
330 Garnsey Ave
Bakersfield, CA 93309

July 8, 2014

Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

I am opposed to the selection of Alt B as the preferred or approved route. I believe it disrupts the neighborhood a great more than other alternatives. The EIR demonstrates that in a number of reports, to human environment, physical environment and biological. What is the yardstick to picking one Alt over another? I understand about 4(f) and environmental justice but I believe that an argument can be made the other way also and that the number of lives that are disrupted from Alternative B is greater than that of Alternative C. GP-34-1

I understand that 45 days is a typical comment period and in this case 60 days was granted to review this Draft Environmental Impact Document but I find fault in providing only 60 days to review a document of such magnitude, a complete document that exceeds 5000 pages. GP-34-2

Highway Design Manual Conflicts

How can some guidelines not be followed from the Highway Design Manual, as outlined in Chapter 501.3 Spacing and 502.3 (c) Freeway to Freeway Interchanges? GP-34-3

Water

The entire State of California is in a severe drought. Are the guidelines to ensure proper watering of construction site going to be followed regardless of the current conditions? How is that monitored? How much more money will be spent to ensure proper watering of job site? GP-34-4

Noise Impact

According to the Traffic Noise Impact Analysis RB-37 does not meet the need for requiring abatement considerations.[1] But there is a church and a school, at a predicted noise level of 64 doesn't that activity category require abatement during and after construction? If not why? GP-34-5

Ming & California / Wible/Oak & Real Rd

The volume of traffic based on studies has shown that the amount of traffic has been over estimated by 30% and has dramatically underestimated the cost associated with building the freeway by 40-50%. [2] This is reported in a report in Transportation Magazine in November 2013. GP-34-6

[1] Draft Environmental Impact Report Volume 1 & 2, pg 265 and Figure 3-39 respectively

GP-34

Both Ming and Stockdale will have increased volume and usage causing deterioration to the roads at a faster rate because of the closure of ramps to Stockdale Hwy.

The amount of traffic that will now be funneling onto Wible/Oak and Real Roads will dramatically be increased because of the closure of Stockdale & 99 ramps. GP-34-7

Increased volume on the streets will increase the amount of noise and air pollution to the surrounding areas. GP-34-8

How are the volumes of traffic that have to exit onto Ming Ave and California Ave going to be mitigated because of the closure of the on and off ramps to 99?

I don't see the evaluation of the current road conditions on Wible/Oak and Real Roads and what will be done to handle the volume that will be added onto those roads. What will be done to improve the roadways to prevent the pavement from rapid deterioration due to increased volume? GP-34-9

Pedestrian Safety – there are no Sidewalks on streets where the volume of traffic will increase by Palm and Real Rd. There is a heavy elderly population in those neighborhoods, and this will affect their health and wellbeing. GP-34-10

The amount of street access changes is substantial in Alt B (17) compared to those of Alt C (2).[3] GP-34-11

The traffic on Oak, California and Truxtun has already been impacted by the creation of the Westside Parkway, it has increased dramatically since its opening. I don't believe that this was evaluated properly and the same will happen to Ming and will only continue to increase the traffic onto Oak, California and Truxtun because of the closure of access to Stockdale Hwy. GP-34-12

Interstate 40

The traffic study includes the volume of traffic from Stockdale Hwy and Interstate 5. In having conversations with Rick Helgerson, he states that this freeway is to join up with Interstate 5 and when it does it will become Interstate 40. What additional acquisitions will have to be made to make it an Interstate 40?

Regarding the 2038 traffic models, are they taking into account the amount of traffic that will be brought into the City and onto the Interstate once it becomes I-40?

Are the 2038 projections for air pollution taking into account this freeway becoming I-40? GP-34-13

Air Pollution

Table 3.25[4] which states that the projected air pollution will drop because of cleaner-burning fuels and improved vehicles emission standards by areas of 25-30% don't appear to take into account that once the freeway becomes I-40 those trucks coming from out of state will not have the emission regulations as those that that are Intrastate truck drivers. GP-34-14

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[2] Transportation Magazine, Nov 2013.
[3] Final Traffic Study Volume I, Page 47
[4] Draft Environmental Impact Report Volume I, page 241

GP-34

There is a school that is omitted that is within the buffer zone of an alternative, Stockdale Christian School is within 500 feet of Alt B and has a day care, preschool and elementary.[5] There is a senior housing facility also within 500 feet of Alt B.

How are these facilities going to be mitigated and handled? How is Stockdale Christian School omitted from this comprehensive report? How is the senior living facility not considered? GP-34-14

How can the environmental hazards of construction for the individuals that live in the immediate area be mitigated? What are the effects going to be to residents, the businesses, the children and the elderly in the neighborhood from the emissions and valley fever spores that are caused by the construction? What is going to be done to protect the children when they are at the schools that are adjacent to the Centennial Corridor? GP-34-15

I understand that a fee will be paid to the air District because the amount of NOx pollutants in the air.[6] Where are the funds coming from to pay these fees? Where are these fees going to be spent? This fee (fine) should be paid to the residents that are affected. This fee should be paid to mitigate the damage directly to the neighborhood effected not somewhere else that the District choses. GP-34-16

Population Disruption & Community Impact

It is stated that because of Census Tract 18.01 Block Group 1 has a more that 60% higher than the city average is a reason that they fall under environmental justice community.[7] When with Alt B almost 300 more of the African-American population is going to have to be displaced/relocated over that of Alt C. And as a whole there are 1,720 more minorities that will be affected by Alt B than Alt C. The median household income of Census Tract 18.01 Block Group 1 also far exceeded that poverty level and as a whole Alt B median income is lower than that of those in Alt C.[8] How come the whole of those in Alt B not be considered over that of the whole of Alt C? GP-34-17

How can the plan leave houses isolated? Leaving three houses in Malibu Ct.? Or two houses to remain on Hillsborough Dr. or one house left on corner of La Mirada and Fallbrook St.?[9] GP-34-18

Are there guidelines or criteria leaving neighborhoods with only one way in and out as is proposed on Map 11?[10] How will these neighborhoods be effected during construction? GP-34-19

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[5] Draft Environmental Impact Report Volume I, page 115
[6] Centennial Corridor Project – Air Quality Study Report Ch. 6, page 85.
[7] Draft Environmental Impact Report Volume I, page 109
[8] Draft Environmental Impact Report Volume I, page 88-89
[9] Draft Environmental Impact Report Volume 2, Alt B Right of Way Map 10
[10] Draft Environmental Impact Report Volume 2, Alt B Right of Way Map 11

Response to Comment GP-34

Comment Code	Response
GP-34-1	Your opposition to Alternative B is acknowledged. Environmental impacts and comments from the public and resource agencies were considered when identifying the Preferred Alternative. In accordance with the California Environmental Quality Act, National Environmental Policy Act, and Federal Highway Administration project development regulations regarding alternatives analysis, the three build alternatives were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs. Please see Section 2.1.4, Identification of a Preferred Alternative, and Table 2.1, Comparison of Alternatives (Volume 1), for more information about the decision process for identifying Preferred Alternatives.
GP-34-2	The length of review times for California Environmental Quality Act and National Environmental Policy Act documents is established by regulations and statutes.
GP-34-3	Currently, the two interchanges of State Route 99 with State Route 58 (east and west), in addition to interchanges at California Avenue and Ming Avenue, are all located in slightly over 2 miles. According to Section 501.3 of the Caltrans' Highway Design Manual, the standard for spacing between freeway-to-freeway connections is 2 miles, and the standard for spacing between interchanges is 1 mile. However, to improve operations of closely spaced interchanges, the use of auxiliary lanes, grade-separated ramps, collector-distributor roads, and/or ramp metering may be warranted. Although the existing interchange spacing at this location is not consistent with the standards outlined in Caltrans' Highway Design Manual, the build alternatives would provide better traffic flow for all vehicles due to direct route continuity of State Route 58 compared to both the existing condition and the No Build Alternative in the future years. Furthermore, improvements would provide auxiliary lanes and collector-distributor lanes, which would improve traffic flow by separating traffic exiting the freeway from through traffic. The current interchange spacing criteria became a mandatory design feature in February 1995. State Route 58 was built in 1976. The existing interchange spacing on State Route 58 was standard for that time. Therefore, the three nonstandard interchange spacing design features are pre-existing conditions with respect to the State Route 99/State Route 58 interchange. Although a pre-existing condition, any improvements to existing interchanges after February 1995 that do not meet current interchange spacing standards would require documentation and approval to maintain existing nonstandard features. As outlined in Section 82.2 of Caltrans' Highway Design Manual and Chapter 21 of the Project Development Procedures Manual, designs that deviate from the mandatory and advisory design standards must be documented and approved through a design exception fact sheet. The Mandatory Design Exception Fact Sheets were approved and signed November 16, 2012. The Advisory Design Exception Fact Sheets were approved and signed on January 28, 2014.
GP-34-4	Given current drought conditions, additional watering restrictions, if any, imposed by the State Water Resources Control Board or the Central Valley Regional Water Quality Control Board would be implemented by the construction contractor to ensure proper jobsite watering during construction. In addition, the San Joaquin Valley Air Pollution Control District requires the use of water at construction sites to control fugitive dust during ground-disturbing activities. To monitor these activities, reporting requirements are often included as permit conditions. Watering costs would be included in the overall construction costs. Regardless of the current drought conditions and cost, the project is required to use water during construction to minimize construction-related impacts.

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GP-34-5	As indicated in the final environmental document, when the peak hourly traffic noise approaches (within 1 decibel) or exceeds 67 decibels, or the future noise levels are higher than the existing noise levels by 12 decibels or more, noise abatement must be considered. The predicted future peak hourly average traffic noise level at Receiver RB-37 would be 64 decibels, which is 12 decibels higher than the existing peak hourly noise of 52 decibels. Therefore, a 12 foot sound wall is considered for this area which would reduce the noise level to 59 decibels, resulting in a net increase of 6 decibels in comparison to the existing noise level. Receiver RB-37 represents the Assembly Manor residential area and not the school or church. The closest outdoor use area of the school is represented by Receiver RB-38, where the future peak hourly traffic noise would be 57 decibels with the proposed sound wall. The church building is located further back from the freeway in comparison to the school and because there would be no impact at the school, traffic noise levels at the church were not calculated as they would be lower than the predicted levels at the school.
GP-34-6	No reference to a document titled “Transportation” or “Transportation Magazine” could be located to evaluate the validity of the research.
GP-34-7	Traffic volumes will increase or decrease depending on location. Along Real Road, traffic volumes will increase by 22 to 41 percent in the southbound direction approaching Stockdale Highway, but will decrease by 47 to 58 percent in the northbound direction during the AM and PM peak hours, respectively, comparing year 2038 No Build versus Build Alternative B study intersection turning movement volume forecasts. At Ming Avenue and Real Road, southbound traffic on Real Road approaching the intersection is forecast to be the same during the AM peak hour and to decline slightly during the afternoon peak hour (-4 percent). Along Wible Road/Oak Street, northbound traffic volumes approaching Ming Avenue are forecast to decline by 2 percent in the AM and 13 percent in the PM, comparing No Build versus Build Alternative B; at Brundage Lane, northbound volumes are forecast to decline by 55 percent during the AM peak and 40 percent during the PM; and at California Avenue, the northbound volumes are forecast to increase by 17 percent in the AM peak to 37 percent in the PM peak. These and other intersection turning movement volume forecasts are available by examining Figures 3-8 and 3-18 of the Traffic Study technical report.
GP-34-8	Traffic volumes on local streets are anticipated to shift to the freeway as a result of the build alternatives. Potential noise and air quality impacts are anticipated to be greater adjacent to the freeway. A discussion of potential noise and air quality impacts are provided below. *Noise* Because traffic volumes would be lower at the surface streets due to the freeway, no additional traffic noise is expected from the surface streets. The potential short- and long-term noise effects of the project and measures to address those effects are detailed in Section 3.2.7, Noise, of the final environmental document (Volume 1). A comparison of current noise levels to the projected noise levels in 2038 under the No Build Alternative and the build alternatives is provided. Results of the noise analysis for each build alternative indicate traffic noise would generally increase as a result of the build alternatives. For Alternative B, traffic noise is anticipated to increase between zero and 26 decibels, depending on noise receiver locations relative to the project. To mitigate for noise impacts, sound walls were found reasonable and feasible to provide adequate noise abatement; 25 sound walls ranging in height from 8 to 16 feet would be constructed as part of the project. For Alternative B, sound walls are anticipated to reduce traffic noise levels between 1 and 12 decibels. As a result, future predicted traffic noise levels with the

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	recommended abatement measures (sound walls) would range from 54 to 75 decibels. *Permanent Air Quality Effects* The air quality study prepared for the Centennial Corridor Project indicates that potential air quality impacts were found to be less than significant and that the project would improve regional air quality due to reduction in congestion on local roadways and vehicle idling. Improvements to air quality are also attributed to the improved pollution emission performance of a modernizing fleet of all vehicles, especially heavy diesel trucks, as a result of Federal and State fuel content and engine emissions rules. In addition, the results of the air quality analysis indicate that the Centennial Corridor Project would be within regional and Federal air quality standards and would not cause or contribute to a violation of any air quality standards. To further minimize air quality pollutants within the general area of the project, Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District. Through this agreement, targeted air quality improvement projects will be implemented within the general area along the Preferred Alternative B alignment. More detailed information on air quality analysis can be found in Section 3.2.6, Air Quality. Overall air pollution will be less with the project and any short term air impacts will be more than offset by the overall reduction in vehicle pollution with the completion of the project.
GP-34-9	Existing freeway mainline and ramp volumes are illustrated in Figure 2-15 of the Traffic Study technical report. The southbound State Route 99 off-ramp to Stockdale Highway is lightly used, carrying 371 vehicles during the AM peak hour and 446 vehicles during the PM peak hour. The northbound State Route 99 off-ramp to Wible Road is also lightly used, carrying 248 vehicles during the AM peak hour and 268 vehicles during the afternoon peak hour. By comparison, the southbound off-ramp to California Avenue carries 1,077 vehicles during the AM peak hour and 1,027 vehicles during the PM peak hour. The closure of the Stockdale Highway/State Route 99 on- and off-ramps anticipates traffic flow to go to either the Ming Avenue/State Route 99 interchange or California Avenue/State Route 99 interchange. It is anticipated that these two interchanges would provide adequate level of service with the additional traffic volume due to the Stockdale Highway/State Route 99 and Wible Road/State Route 99 closures. The traffic study prepared for the Centennial Corridor Project analyzed the intersection of Real Road/Stockdale Highway and Brundage Lane/Oak Street. Results of the traffic study indicate better operations with the construction of the Preferred Alternative B alignment for future 2038 conditions. During the PM peak hour at the intersection of Real Road/Stockdale Highway, the level of service for No Build conditions is F; the operations at this intersection are anticipated to improve to level of service D with the Preferred Alternative B alignment. Similarly, the intersection of Brundage Lane/Oak Street for 2038 No Build condition is anticipated to operate at level of service D during the PM peak hour. Operations at this intersection is anticipated to improve with the construction of the Preferred Alternative B alignment, which is anticipated to operate at level of service C. Operational improvements at these two intersections is attributed to the reduction of traffic on local roads shifting towards the freeway. Increased volumes at these intersections are not anticipated due to the project. Several environmental factors cause roadway pavement deterioration. These include traffic volumes, types of vehicles and weather. Deterioration of roadway pavement at Real Road/Stockdale Highway and Brundage Lane/Oak Street due to increased traffic volumes caused by the project is not anticipated. However, when the roadway pavement eventually deteriorates at these specific locations, the city of Bakersfield will be responsible for its repair and maintenance.

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GP-34-10	Please see Response to Comment GP-34-8 for a discussion on permanent air quality effects. The build alternatives would improve operations and safety for all modes of traffic. Sidewalks and crosswalks would be provided at all intersections to be reconstructed/constructed within the project area to facilitate the movement of nonmotorized and pedestrian traffic. Existing nonmotorized routes would be maintained. In some locations, pedestrian circulation could become more circuitous, but safe routes would be provided by each alternative. Based on the latest design plans for the Alternative B alignment, sidewalk improvements would not be provided within the general areas of Palm Street and Real Road.
GP-34-11	It is acknowledged that fewer street access changes would be necessary for Alternative C than for Alternative B. The proposed local street modifications under each alternative are described below. *Alternative B* Based on the results of the *Traffic Study Report* prepared for the Centennial Corridor Project (November 2012), Alternative B would result in 21 changes to existing local street access. On the north side of the proposed State Route 58, the following existing through streets would end just north of the proposed right-of-way: Kentfield Drive and Hillsborough Drive. On the south side of the proposed State Route 58, the following existing through streets would either end or be converted to a cul-de-sac just south of the proposed right-of-way: Dunlap Street, Kentfield Drive, Kensington Avenue, Woodlake Drive, Montclair Street, Hillsborough Drive, and Charter Oaks Avenue. South Garnsey Avenue would end farther south to accommodate the proposed roadway right-of-way. Seville Street would be extended north just past Laverne Avenue to serve existing properties. A frontage road connection between Mona Way and Belle Terrace would be established. Belle Terrace would form an overpass across State Route 99. The existing Wood Lane cul-de-sac would move slightly west. North-south through access would remain at Belle Terrace. *Alternative C* Alternative C would result in 2 modifications to existing local street access. On the west side of State Route 99, the following existing streets would end at the future State Route 58 extension: Oakdale Drive, Bank Street and Alamo Street. A frontage road link between Mona Way and Belle Terrace would be established. The existing Belle Terrace bridge would be replaced with a new overpass across State Route 99. East/west through access would remain at Belle Terrace. Chester Avenue, an existing cul-de-sac on the west side of State Route 99 and a dead-end on the east side of State Route 99, would be shortened on both sides of the new facility. On the south side of the State Route 58 extension (Centennial Corridor), Commerce Drive would be converted to a cul-de-sac just south of the project right-of-way. Commerce Drive currently ends in a cul-de-sac south of Truxtun Avenue. Commerce Drive would end farther south to accommodate the proposed road right-of-way, but neither circulation nor access would be affected. *Preferred Alternative* Results of the traffic study indicate that each build alternative would provide better traffic flow for all vehicles including trucks, due to direct route continuity compared to both the existing condition and the No-Build Alternative in the future years. Furthermore, each build alternative will produce a net savings in travel time and vehicle operating expense. While more modifications to local street access are required for Alternative B than for Alternative C, Alternative B has been selected as the Preferred Alternative, as it

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	is a feasible and prudent alternative that avoids impacts to environmental justice communities, Section 4(f) resources (such as parkland and historic properties), and would cost $100 million less than Alternative C. Alternate routes for local access will be provided to ensure that circulation needs are met.
GP-34-12	Traffic impacts associated with the Westside Parkway are documented in the "Traffic Impact Analysis Westside Parkway" technical report, prepared by URS Corporation for the city of Bakersfield and Federal Highway Administration in March 2005. The traffic volume forecasts were prepared for a design year of 2030, based on the then current Kern Council of Governments Regional Travel Demand Model, having a base year for calibration of 2001. The daily traffic volumes forecast by this model were compared to the Kern Council of Governments regional model, having a base calibration year of 2006, which was used for the Centennial Corridor Project, along with all of the Thomas Roads Improvement Program projects. The daily traffic volumes were within 10 percent of one another for most links along the Westside Parkway and parallel roadways. In both cases, traffic volumes along the Truxtun Avenue extension to the Westside Parkway ramps were forecast to increase, with volumes to the west of the connecting ramps forecast to decrease. Traffic volumes along California Avenue to the west of State Route 99 were forecast to increase slightly, commensurate with land development in the California Avenue corridor. The study area for the Westside Parkway Traffic Impact Analysis did not extend east of Oak Street.
GP-34-13	Currently, there are no plans to convert the Centennial Corridor into Interstate 40. Acquisitions for such an action are beyond the scope of this final environmental document. The extension of the Westside Parkway to the west of Heath Road to Interstate 5 is not identified in the Kern Council of Governments Regional Transportation Plan. There is no identified funding for construction of a freeway (extension of Westside Parkway) to Interstate 5 within the 2038 planning horizon, nor is there sufficient traffic volume to warrant construction of such a facility. Upgrading State Route 58 to interstate standards from Bakersfield to Interstate 15 in Barstow and from Bakersfield to Interstate 5 would require funding beyond the capacity of local or State resources.
GP-34-14	Caltrans has no plans to convert the Centennial Corridor into Interstate 40. Please see Response to Comment GP-34-8 for information about permanent air quality effects. Stockdale Christian School and the senior housing facility (Assembly Manor) are included in the final environmental document and are within 500 feet of the Alternative B alignment. The distance would be approximately 375 feet from the nearest travel lane. The list of sensitive receptors has been revised in the final environmental document to include Stockdale Christian School and the senior housing facility to be within less than 500 feet from the Alternative B alignment.
GP-34-15	During construction activities, minimization measures will be implemented to ensure potential impacts are less than significant. Standard conditions and minimization and mitigation measures, as described in Section 3.6, Construction Impacts, would reduce construction-related impacts such as noise, air quality, traffic, utilities, and other environmental resources as identified in the final environmental document. Specific air quality and Valley Fever measures are described below. *Air Quality* It is acknowledged that construction of the project has the potential to create air quality impacts through the use of heavy-duty construction equipment. Fugitive dust emissions would result from earthwork and onsite construction activities; however, construction emissions of reactive organic gases and inhalable particulate matters

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	will not exceed the San Joaquin Valley Air Pollution Control District's criteria. Reductions in emissions can be achieved by onsite mitigation measures. Compliance with the standard conditions (SC-CI-20 through SC-CI-22) listed under Avoidance, Minimization, and Mitigation Measures – Air Quality, Standard Conditions (refer to Section 3.6, Construction Impacts), would reduce construction emissions. Some of these measures to control dust include using water or chemical stabilizer/suppressant, covering disturbed areas with tarps, and limiting speeds in unpaved areas. Air emissions associated with construction activity would be temporary and would cease to occur after project construction is completed. In addition, Caltrans will implement minimization measures during construction of the project and betterments to reduce localized particulate matter emissions for the Preferred Alternative B alignment. Caltrans has entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District to implement air quality improvement projects. As part of this agreement between the San Joaquin Valley Air Pollution Control District and Caltrans, $1.5 million would be provided by Caltrans to execute emission reduction projects. These emission reduction projects include targeted improvements such as retrofitting diesel school buses, replacing of wood-burning stoves and providing heating, ventilation and air conditioning upgrades to qualified schools. In addition, trees would be planted within 500 feet of each side of the Preferred Alternative B alignment to control localized particulate matter emissions. Air quality improvements to be implemented as part of the Centennial Corridor Project are discussed in detail in Response F-1-6. Revisions to the final environmental document have been made in Section 3.2.6, Air Quality, and in Appendix F, Environmental Commitments Record, in Volume 2 of this final environmental document. *Valley Fever* Caltrans has outlined appropriate mitigation efforts for Valley Fever and air quality, including the use of a chemical stabilizer/suppressant, tarps and vegetative groundcovers, and water during construction. It is recognized that temporary soil disturbance during construction grading activities could cause fungal spores (if present) to become airborne, potentially putting residents at risk of contracting Valley Fever. However, there are many preventive and precautionary measures that can be undertaken to reduce exposure, such as seeking prompt medical treatment if flu-like or respiratory illness occurs or getting a coccidioidin skin test to determine susceptibility to the disease.
GP-34-16	Nitrogen oxide emissions would potentially exceed the 2 tons per year criterion established by the San Joaquin Valley Air Pollution Control District's Rule 9510; therefore, these emissions need to be reduced to 20 percent of the statewide fleet average, as required by the rule. Reductions need to be achieved either by onsite mitigation measures or through payment of an offsite mitigation fee, as required by Rule 9510. If, after implementation of all feasible onsite mitigation measures, the required emission reduction is not achieved, the rule provides a mechanism by which Caltrans can pay an offsite mitigation fee to the district using project funds. Methods of calculating the offsite emission reduction fee are provided in Section 7.1.1 of Rule 9510 and the District's Rule 3180. Therefore, Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the District's Rule 9510 (Indirect Source Review). See Standard Condition SC-CI-20 for measures that can be implemented to achieve a 20 percent nitrogen oxide reduction in exhaust emissions compared to the statewide fleet average. A Voluntary Emission Reduction Agreement between Caltrans and the San Joaquin Valley Unified Air Pollution Control District has been signed by both agencies, providing $1.5 million for air quality improvements as part of the Centennial Corridor Project.

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	To maximize the impact of the Voluntary Emission Reduction Agreement on reducing localized emissions along the new corridor, a provision in the agreement stipulates that the funds will be targeted, at least on first attempt, to projects that will offset construction and operation emissions within proximity of the new highway segment and other associated areas of the project. For more information about the Voluntary Emission Reduction Agreement please see Appendix L, Volume 2, of the final environmental document.
GP-34-17	While environmental justice communities were identified to exist in each of the alternatives, with a slightly higher percentage of people residing within the affected Census tract block groups of Alternatives A and C over Alternative B, the analysis concluded the Centennial Corridor Project would not result in "disproportionately high and adverse" effects on environmental justice communities with any of the project alternatives because of the roughly equivalent distribution of the effects on all communities through which the alignments pass. Because of the way U.S. Census information is made available, and the need to suppress certain data to protect the confidentiality of individuals and households, the number of people who may be displaced and who fall within the definition of belonging to environmental justice population groups cannot be precisely determined. However, while Census Tract 18.01 Block Group 1 is considered an environmental justice community, not all residents would be displaced. Section 3.1.4.3, Environmental Justice, discusses how many residents and businesses would be displaced in this area compared to the rest of each alignment. For Alternative A, about 7.5 percent of this group would be displaced, and Alternative C would displace about 26.6 percent. Alternative B, in comparison, would only displace 1.6 percent.
GP-34-18	Based on the preliminary design, right-of-way and construction easements required to build the project would necessitate partial and full acquisitions of many parcels. At times, the property acquisition process would result in some properties being acquired, while neighboring properties remain in place. All properties acquired for the proposed project would be fully demolished and utilized completely for construction of the Preferred Alternative. However, at this stage of the project, limited design is available and may or may not require additional property. All potential acquisitions are subject to change during the final design. If a property is required, then the project will follow the provisions of the Uniform Relocation Act of 1987, as amended. Not all homes can be acquired by Caltrans. According to Caltrans' Right-of-Way Manual, a person who is not required to be permanently displaced as a result of a project is not entitled to relocation benefits or compensation, and the hardship acquisition process does not apply.
GP-34-19	Currently, there are no design guidelines requiring more than one access point for neighborhoods; however, preliminary design plans indicate three potential access points. To maintain circulation within the neighborhood that would otherwise be cut off, the option of removing the La Mirada Drive overcrossing from Alternative B is no longer being considered, and it has been proposed for construction. Caltrans has analyzed the benefits associated with minimizing impacts on the remaining neighborhood, costs, and internal circulation needs. The option of adding a Ford Avenue undercrossing has also been proposed for construction to maintain connection of Ford Avenue between Stine Road and McDonald Way. This design option was raised during the public information meeting held on December 6, 2012. Accordingly, proposed overcrossings at La Mirada Drive and Marella Way, as well as the proposed undercrossing at Ford Avenue, would provide three local streets between California Avenue and Stockdale Highway to remain open. These crossings are essential in maintaining local connectivity and traffic circulation for travel within Bakersfield for nonmotorized and motorized uses.

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	At this early stage of the project, it is assumed that all of the above-mentioned design options (Marella Way Overcrossing, Ford Avenue Undercrossing, and La Mirada Drive Overcrossing) would be constructed as part of the project to maintain community cohesion and connectivity at either side of the Alternative B alignment. *Construction Access* Although access to some neighborhoods would be disrupted and detoured for short periods during construction, access would continue to be available to all businesses and residences, except in cases where such buildings would be displaced by the project and would be affected by the right-of-way acquisition process. During construction of the Centennial Corridor Project, detours and delays would be experienced by local residents, particularly those living in neighborhoods next to Alternative B. Access within the study area and other parts of Bakersfield would be maintained, so no area would be isolated by construction activity. At times, this may mean that local traffic may have to use alternate routes to avoid construction zones, forcing residents of the area to use less direct routes to reach their preferred destination. These impacts would be temporary.